Appendix B: Tier 1 DEIS Public and Agency Involvement Summary Summary of Atlanta to Charlotte Tier 1 DEIS Public Involvement

Meeting Attendance

| Meeting City/Date | Number of Attendees | Number of Written Comments Received |
|------------------------------|------------------------|---|
| Atlanta, GA 10/22/2019 | 84 | 24 |
| Greenville, SC 10/23/2019 | 127 | 42 |
| Charlotte, NC 10/24/2019 | 65 | 22 |

Comment Totals

| Type of Comment | Number | Percentage of Total Comments |
|---|--------|---------------------------------|
| Online Comments | 2022 | 94% |
| Written Comments | 88 | .04% |
| Court Reporter Comments | 22 | .01% |
| Agency Comments | 22 | .01% |
| Unsupportive Comments | 111 | 5% |
| Comments Stating a Preferred Alternative | 1,260 | 59% |
| Total Comments | 2154 | 100% |

Preferred Corridor Alternatives

| Corridor Alternative | Comments Received Stating Corridor Alternative as Preferred | Percentage of Comments Received Stating Corridor Alternative as Preferred |
|----------------------|---|---|
| Greenfield | 957 | 76% |
| I-85 | 130 | 10% |
| Southern Crescent | 173 | 14% |

Distribution of the Tier 1 DEIS

The Tier 1 DEIS was included in the Environmental Protection Agency's Notice of Availability (NOA) published in the Federal Register on **September 20, 2019**. The NOA initiated the public and agency review and comment period, which ran for 45 days, ending on **November 4, 2019**. The complete Tier 1 DEIS, including the appendices and supporting documentation, was made available for review on GDOT's and FRA's project websites and was displayed at the public meetings. Instructions for sending comments were included in **Section 4.5.4** of the Tier 1 DEIS.

Legal notices announcing the publication of the Tier 1 DEIS and the public meetings appeared in three newspapers for each state within the Project Study Area.

Public Meetings

GDOT advertised notice of public meetings and the availability of the Tier 1 DEIS as well as any other project information twice within the 45-day agency and public comment period. The advertisements were made thirty days in advance of each public meeting, and again two weeks prior to the date of each public meeting. These were advertised through three separate newspapers, state DOT (GDOT, NCDOT and SCDOT) social media outlets, and press releases.

FRA and GDOT held three open-house style public meetings, one each in Atlanta, GA, Greenville, SC, and Charlotte, NC. The purpose of these meetings was to provide agencies and the general public with the opportunity to learn about the proposed project, ask questions, and provide verbal or written comments on the DEIS, the proposed alternatives, and other issues related to the development of the Project. Information was made available on FRA and GDOT project websites for those that could not attend the meetings. Opportunities to provide online comments were also made available via an online comment form on GDOT's project website. Additionally, a court reporter was present at each meeting for those who wanted to dictate verbal comments.

Meeting attendees received a project fact sheet and a comment card, which mirrored the online comment form. The public meetings were conducted in an open house format. No formal presentation was given; however, nine display boards were exhibited in the meeting rooms for the public to view and ask questions. The displays were staffed by Project team members. A hardcopy of the Tier 1 DEIS and the supporting map books (refer to **Appendix A** of the Tier 1 DEIS) were available for review at the public meetings. Representatives from the FRA and GDOT were also available to answer any questions. Meeting venues and materials were coordinated with SCDOT, NCDOT, and local jurisdictions.

ADDITIONAL PUBLIC OUTREACH ACTIVITIES

Following the three public meetings, representatives from the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (MPO) requested an additional briefing to their constituents due to the proximity of all evaluated alternatives. A GDOT Project Manager provided a brief presentation to the Gaston-Cleveland-Lincoln MPO Technical Coordinating Committee (TCC) during the regularly scheduled TCC meeting on Wednesday, November 13, 2019 to share information on the Project.

Comments and Responses on the Tier 1 DEIS

FRA and GDOT encouraged public review and comment on the Tier 1 DEIS at each of the public meetings and through the various advertisements (i.e., legal ads, social media posts, and press releases). During the

45-day public review and comment period, GDOT received a total of 2,154 public and agency comments. Comments were submitted electronically via an online comment form, through written comment cards at the public meetings, and verbally to the court reporter at public meetings.

Of the 2,154 agency and public comments submitted, most were in support of the overall proposed project. 111 comments (5%) expressed opposition to the project. 1,260 comments expressed clear support for one or more Preferred Corridor Alternatives, as follows:

- Greenfield Preferred Corridor Alternative = 957
- Southern Crescent Corridor Alternative = 173
- I-85 Corridor Alternative = 130

Approximately 76% of commenters who expressed support for a Preferred Corridor Alternative chose the Greenfield Corridor Alternative, followed by the Southern Crescent (14%) and the I-85 Corridor Alternative (10%). 51 respondents (4%) expressed support for more than one Preferred Corridor Alternative. Many comments expressed support for the fastest and most reliable travel times between major population areas along the corridor, which is consistent with the public's choice for the Greenfield Corridor Alternative. Many commenters also expressed support for stations in their communities, or stations serving airports or universities. Commenters were also interested in the environmental benefits of non-vehicular modes, the economic benefits of passenger rail service, and potential connections between passenger rail and local transit systems.

SCDOT and NCDOT also provided letters of support for the Preferred Corridor Alternative. On May 29, 2020 SCDOT submitted a letter to GDOT stating that due to high potential impacts in five environmental categories and significant construction on Interstate 85, SCDOT concurred with selection of the Greenfield Corridor as the Preferred Corridor Alternative. On April 15, 2020, NCDOT submitted a letter of support to GDOT concurring with selection of the Greenfield Corridor Alternative as the Preferred Corridor Alternative, provided that additional studies are conducted as a part of the Tier 2 NEPA process to determine how the Greenfield Alignment can best access the Charlotte/Metrolina region.

FRA and GDOT have reviewed the public and agency comments and have prepared responses while taking comments into consideration in the decision-making process for the Tier 1 EIS. Upon publication of this Tier 1 FEIS/ROD, responses to comments will be provided online for public and agency reference. An additional 30-day waiting period will be held after the Tier 1 FEIS/ROD is issued to allow for public and agency input on the selection of the Preferred Corridor Alternative. The 30-day waiting period will not be a formal comment and review period. Individual responses to comments submitted will not be provided. However, the FRA and the GDOT and any other future project sponsors will consider input received on this Tier 1 FEIS/ROD in subsequent phases of the Project, which may include a Tier 2 NEPA process.

APPENDIX B

Tier 1 DEIS Public Meeting Information

- 1. FRA Letter to EPA for submittal of Tier 1 DEIS into Federal Register
- 2. GDOT Agency Distribution Letter for Tier 1 DEIS
- 3. GDOT Tier 1 DEIS Distribution Email for Atlanta to Charlotte Email Listserv
- 4. Tier 1 DEIS Newsletter
- 5. Tier 1 DEIS Public Meeting Comment Card
- 6. GDOT Tier 1 DEIS Press Release
- 7. Tier 1 DEIS Public Meeting Newspaper Ads and Legal Notice



September 11, 2019



NEPA Section, Strategic Program Office U. S. EPA Region 4 61 Forsyth Street, SW Atlanta, GA 30303

Re: Tier I EIS for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan

To Whom It May Concern:

With this letter, please find two copies of the Tier I Environmental Impact Statement (EIS) for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan (Project) – one paper copy and one electronic copy. The Federal Railroad Administration (FRA) is the lead Federal Agency for the Project and the Georgia Department of Transportation (GDOT) is FRA's State partner for the EIS.

FRA anticipates that the EIS will be uploaded to the Environmental Protection Agency's eNEPA website the week of September 9th and GDOT is in the process of distributing the EIS to interested agencies and other parties.

If you have any questions, please contact me at 202-493-6067 or John.Winkle@dot.gov.

Sincerely,

John Winkle Transportation Industry Analyst

Enclosures



Russell R. McMurry, P.E., Commissioner One Georgia Center 600 West Peachtree Street, NW Atlanta, GA 30308 (404) 631-1000 Main Office

September 12, 2019

Agency Official Agency Name Agency Address Line 1 Agency Address Line 2 City, State, Zip

RE: Tier 1 DEIS for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan

Dear Agency Name,

The Federal Railroad Administration (FRA), in cooperation with the Georgia Department of Transportation (GDOT) is pleased to announce the release of the Tier 1 Draft Environmental Impact Statement (DEIS) for the proposed Atlanta to Charlotte Passenger Rail Corridor Investment Plan (the Project). Enclosed is a USB drive containing an electronic version of the Tier 1 DEIS document. Paper copies are available upon request.

The Tier 1 DEIS will be published in the federal register on September 20, 2019 and the public and agency review and comment period will occur between September 20, 2019 and November 4, 2019. The primary purpose of the Tier 1 DEIS is to present the Project's Purpose and Need and evaluate the potential effects of three Corridor Alternatives and a No-Build alternative. FRA will identify a NEPA Preferred Corridor Alternative based on input from the public, stakeholders, Native American Tribes, Federal, State, and local agencies. The Tier 1 DEIS was prepared in accordance with the National Environmental Policy Act of 1969 (NEPA) and its implementing regulations (40 Code of Federal Regulations [CFR] Parts 1500-1508). Your agency is receiving notification that this Tier 1 DEIS is available for review as it was identified as a Participating Agency during the Tier 1 EIS process.

As of September 20, 2019 the Tier 1 DEIS is available on the federal register website and on the project website (<u>http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte</u>). Public meetings will be announced on the project website and published in local newspapers. Paper copies will be available at public locations, which will be announced on the project website as well.

FRA and GDOT welcome input on the Tier 1 DEIS. Input on the Tier 1 DEIS may be sent to GDOT at <u>AtlantaCharlotteHSR@dot.ga.gov</u> or to the following address:

Georgia Department of Transportation Division of Intermodal ATTN: Kaycee Mertz, Project Manager One Georgia Center 600 West Peachtree Street NW Atlanta, GA 30308

If you have any questions, please contact Kaycee Mertz at 404-347-0657 or kmertz@dot.ga.gov.

Sincerely,

joner

Carol L. Comer Director, Division of Intermodal

cc: John Winkle, FRA Jessie Gatti, FRA Meg Pirkle, GDOT Kaycee Mertz, GDOT

Enclosure

Mertz, Kaycee

From: Sent: Subject: Mertz, Kaycee on behalf of AtlantaCharlotteHSR Friday, September 20, 2019 5:09 PM Project Updates

Hello,

You are receiving this message because you have requested updates regarding the Atlanta to Charlotte Passenger Rail Corridor Investment Plan (PRCIP).

For the latest updates and materials, please see the project website here: <u>http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte</u>.

GDOT and the FRA welcome your comments and questions on the Tier 1 Draft Environmental Impact Statement. You may submit your comments or questions online here: <u>Comment Form</u>

Thank you for your interest in this project.

ATLANTA TO CHARLO

Tier 1 Draft Environmental Impact Statement

GDQT Georgia Department of Transportation

TABLE OF CONTENTS

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| Next Steps | 10 |
| | |

PUBLIC INFORMATION OPEN HOUSES

Atlanta, Georgia

10/22/19, 5:30pm – 8:00pm Georgia Department of Transportation 600 West Peachtree Street NW Atlanta, GA 30308

Greenville, South Carolina

10/23/19, 5:30pm – 8:00pm Greenville County Square 301 University Ridge Suite 400 Greenville, SC 29601

Charlotte, North Carolina

10/24/19, 5:30pm – 8:00pm Metrolina TMC 2327 Tipton Drive Charlotte, NC 28206

INTRODUCTION

As part of the Atlanta to Charlotte Passenger Rail Corridor Investment Plan (the Project), the Federal Railroad Administration (FRA) and the Georgia Department of Transportation (GDOT) prepared a Tier 1 Draft Environmental Impact Statement (DEIS) for the extension of the Southeast High Speed Rail (SEHSR) corridor from Charlotte to Atlanta. The vision of the SEHSR Corridor is to develop an integrated passenger rail transportation solution for the Southeast, including proposed high-speed rail from Washington, DC through Richmond, VA, Charlotte and Raleigh, NC, and from Charlotte to Atlanta, GA. GDOT and FRA recently reached a major milestone for the Project with the release of the Tier 1 DEIS on September 20, 2019, a result of multiple years of technical analysis and collaboration with agencies and the public.

This newsletter provides information on the Tier 1 DEIS, including analysis of three Corridor Alternatives and key findings. FRA and GDOT encourage the public, agencies and interested organizations to provide comments on the Tier 1 DEIS. The comments received on the Tier 1 DEIS will help determine the identification of a Preferred Corridor Alternative for the Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

The agency and public comment period for the Tier 1 DEIS is open from September 20, 2019 to November 4, 2019. Materials are available online at <u>dot.ga.gov/IS/Rail/AtlantatoCharlotte</u>. The website will have the same materials as the in-person meetings.

The public can submit comments and questions to: AtlantaCharlotteHSR@dot.ga.gov

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA)

1

The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. FRA determined that a tiered NEPA process is appropriate for a project of this scale, as tiering involves a staged environmental review process applied to complex projects covering large geographic areas.

For the project, this Tier 1 DEIS establishes:

- Purpose and Need
- A broad assessment of the potential transportation, social, economic, and environmental impacts of Corridor Alternatives
- The outcomes of public and agency coordination

The Tier 1 DEIS also identifies general locations for potential stations; and discusses potential train technology, speed, and frequency necessary to support the Purpose and Need of the Project. After the public and interested agencies provide comments on the Tier 1 DEIS, FRA and GDOT will publish the Final Environmental Impact Statement/Record of Decision (FEIS/ROD). The FEIS will respond to comments on the Tier 1 DEIS, discuss any changes made since the release of the DEIS, and FRA and GDOT will select a Preferred Corridor Alternative that could be evaluated further in a Tier 2 study. At this time, funding has not been identified to initiate a Tier 2 study for the Atlanta to Charlotte corridor. The exhibit on the right illustrates the tiered NEPA process.

TIER 2 NEPA PROCESS

Tier 1 NEPA PROCESS

Publish a Notice of Intent (NOI) to formally initiate the program. It notifies agencies and the public that a federal agency intends to undertake and prepare an EIS.

Initiate the scoping process by the lead agency. Preliminary information is provided to affected federal, state, and local agencies and the public, who are invited to provide comments on the proposed project. 2

6

3

5

7

Prepare Tier 1 Draft EIS (DEIS). Evaluate environmental impacts based on criteria established through NEPA.

FRA approves Tier 1 DEIS; document made available for agency and public comment.

Based on public input and results of the Tier 1 analyses, the FRA recommends a preferred alternative.

FRA publishes a notice that the Tier 1 FEIS/ROD is available.

Identify funding and sponsor for Tier 2 environmental process.

Decisions that are discussed in this Tier 1 DEIS, but will be deferred to a Tier 2 Analysis include: station locations, rail alignment within the Preferred Corridor Alternative, airport connections, train technology, and the Atlanta Approach. Future NEPA steps following this Tier 1 DEIS could also include the following: (1) Tier 2 EIS; (2) Preliminary Engineering (could be concurrent with Tier 2 study); (3) Service Development Plan (could be concurrent with Tier 2 study); (4) Identification of Project Funding; (5) Final Design; (6) Right-of way (ROW) acquisition; and (7) Construction. Tier 2 EIS studies focus on the analysis of project and alignment specific impacts, whereas the Tier 1 EIS focuses on defining broader, corridor-wide impacts.

TIER 2 NEPA PROCESS

Preliminary Engineering (PE) includes design work and analysis that leads to the production of construction plans and cost estimates for the Project. PE could include track alignment, station locations, bridge designs, and engineering and traffic surveys. Final Design concludes the engineering and design work with the production of final plans and prepares the project for right-of-way (ROW) acquisition and construction. A Service Development Plan (SDP) defines the service improvements, transportation network, operational and financial aspects for the Preferred Alternative selected through the NEPA process.

ATLANTA TO CHARLOTTE CORRIDOR

PURPOSE

The Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services.

NEED

GDOT has identified seven transportation system needs relevant to the study area with each corresponding to the anticipated population and employment growth with increasing travel demand.

The Project would satisfy the following needs:

- Population and Employment Growth
- Improve Regional Transportation System Connectivity
- Increase Transportation System Capacity
- Improve Travel Times and Reliability
- Provide an Alternative Travel Mode
- Traveler Safety
- Improve Energy Efficiency and Air Quality
- Maintain and Enhance Economic Growth and Vitality

PROJECT SCHEDULE

| | 2013 | | 20 | 2014 2015 | | | 2016 | | | | 2017 | | | 2018 | | | 2019 | | | 2020 | | | | | | | | | |
|--|-------|-------|------|-----------|------|----|------|----|----|----|------|----|----|------|----|----|------|----|----|------|----|----|----|----|----|----|----|----|----|
| | Q1 Q2 | Q3 Q4 | 4 Q1 | Q2 (| 3 Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 | Q1 | Q2 | Q3 | Q4 |
| Project Scoping | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Alternative Evaluation | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Economic Impact Analysis and Report | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Praft Environmental Impact Statement | | | | | | | | | | | | | | | 3 | | | | | 2 | | | | 8 | | | | | |
| Agency Coordination/Public Involvement | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Final EIS/Record of Decision | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

ALTERNATIVES CONSIDERED ALTERNATIVES DEVELOPMENT PROCESS

GDOT started with six Corridor Alternatives identified by a 2008 United States Department of Transportation (USDOT) study. Three of the six alternatives were advanced by GDOT for further analysis based on their performance and conformity to the Purpose and Need: the Southern Crescent, I-85, and Greenfield. GDOT conducted high-level operational and performance analysis of the three Corridor Alternatives and identified potential station opportunities, considered rail technology and speed considerations, and identified two options for approaching metro Atlanta (the Atlanta Approach). Finally, GDOT evaluated potential environmental impacts of the three Corridor Alternatives using high-level measures appropriate for Tier 1 environmental analysis.

Three Corridor Alternatives

Southern Crescent Corridor Alternative

The Southern Crescent Corridor Alternative is 268 miles and primarily follows the Norfolk Southern (NS) Piedmont Division ROW, which hosts the existing Amtrak Crescent long-distance service between Atlanta and Charlotte. This Corridor Alternative proposes operating fully on shared freight and passenger tracks for the standard operating speed or proposes constructing some sections of passenger only track for the higher speed alternative. This corridor could serve three stations in North Carolina at Charlotte Gateway, Charlotte-Douglas International Airport (CLT) airport, and Gastonia; four stations in South Carolina in Spartanburg, Greer, Greenville, and Clemson; and six stations in Georgia in Toccoa, Gainesville, Suwanee, Doraville, downtown Atlanta, and Hartsfield–Jackson Atlanta International Airport (H-JAIA).

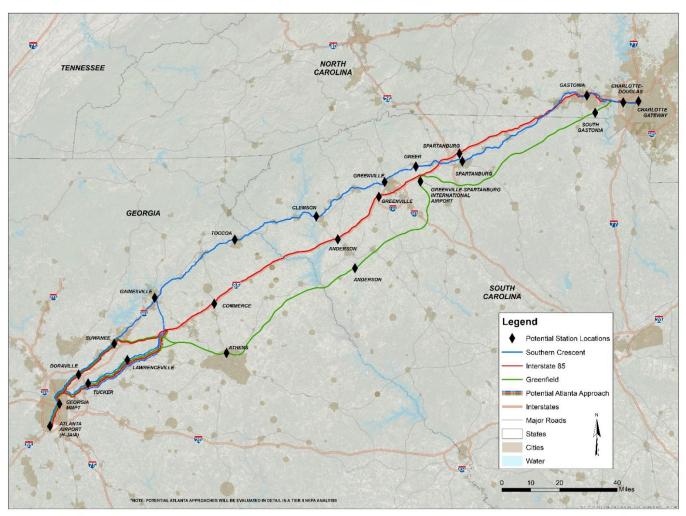
I-85 Corridor Alternative

The I-85 Corridor Alternative is 255 miles and located primarily within the interstate highway ROW on a dedicated high-speed passenger rail alignment following I-85 between Gastonia, NC and Suwanee, GA, then following a shared railroad ROW in the approaches to the Charlotte and Atlanta termini. This corridor could serve three stations in North Carolina at Charlotte Gateway, CLT airport, and Gastonia; three stations in South Carolina in Spartanburg, Greenville, and Anderson; and four stations in Georgia in Suwanee, Doraville, downtown Atlanta, and H-JAIA.

Greenfield Corridor Alternative

The Greenfield Corridor Alternative is 274 miles and primarily on a new "greenfield" corridor on land without prior transportation use. This Corridor Alternative proposes a dedicated high-speed passenger rail alignment for a majority of the corridor, then follows shared freight railroad ROW in the approaches to the Charlotte and Atlanta termini. This route could serve three stations in North Carolina at Charlotte Gateway, CLT airport, and South Gastonia; two stations in South Carolina at Greenville-Spartanburg International airport (GSP) and Anderson; and five stations in Georgia in Athens, Suwanee, Doraville, downtown Atlanta, and H-JAIA.

CORRIDOR ALTERNATIVES MAP



ALTERNATIVES ANALYSIS

The table below summarizes the results of the Tier 1 operational and performance analysis including 2050 projections:

| Alternative | Top Operating Speed* (MPH) | End to End Travel Time (hrs.:mins.) | Frequency (daily round trips) | Capital Cost** | 2050 Projected Annual Ridership | 2050 Projected Annual Revenue*** | 2050 Projected Annual O&M Cost | Revenue/0&M Cost (over 30-year period) |
|----------------------|-------------------------------------|---|-------------------------------------|---------------------|--|---|---|---|
| Southern Crescent | 79-110 | 4:35-5:34 | 4 | \$2.0B- \$2.3B | 0.94M- 1.18M | \$43.5M- \$56.9M | \$63.17M- \$66.1M | 0.66 to 0.82 |
| I-85 | 125-180 | 2:42-2:50 | 14 | \$13.3B- \$15.4B | 5.50M- 5.62M | \$369.0M- \$377.2M | \$192.9M- \$169.9M | 2.05 to 2.30 |
| Greenfield | 125-220 | 2:06-2:44 | 16 – 22 | \$6.2B- \$8.4B | 5.38M- 6.30M | \$397.9M- \$475.8M | \$205.7M- \$211.9M | 2.08 to 2.32 |

* As described in DEIS Section 2.2.2.4, operating speeds are a function of equipment technology, geometry, topography, and other corridor characteristics. Generally, top speeds are only sustained for portions of the trip, the extent of which varies by Corridor Alternative.

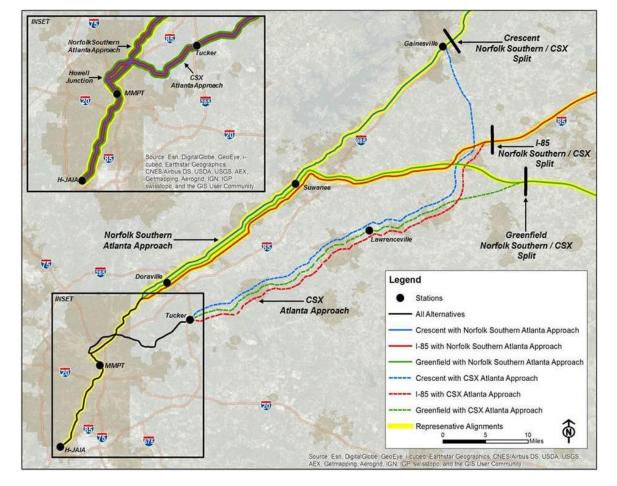
** Costs shown in 2012 dollars, reflecting the year of analysis

*** Revenue includes tickets and on-board services

ATLANTA APPROACH

GDOT evaluated two options for each of the Corridor Alternatives to approach downtown Atlanta in this Tier 1 Draft EIS document: the Southern Crescent ROW, operated by Norfolk Southern (NS), and the CSX ROW. The NS ROW travels through Gainesville, Suwanee, and Doraville. The CSX ROW travels through Lawrenceville and Tucker before entering downtown from the east. Both approaches converge at Howell Junction and follow a common Class I railroad ROW along the NS/CSX corridor to access a station in downtown Atlanta and H-JAIA. GDOT assumes the Southern Crescent Corridor Alternative could use either approach; however, operating on shared tracks due to the modest level of service and limited operating speed. GDOT also assumes the I-85 and Greenfield Corridor Alternatives could use either approach; however, operating the freight railroad ROW. Both options have similar travel time, but they would serve different station locations in the metro Atlanta suburbs.

Due to the complex environment of the approaches to and through Atlanta, and the nature of a tiered NEPA process, this Tier 1 EIS defers the selection of the preferred Atlanta Approach to a future Tier 2 EIS. In addition to the two potential Atlanta Approaches defined in this DEIS (NS and CSX), a future Tier 2 EIS could also identify additional feasible approaches or construction methods traversing the Atlanta metro area.



ATLANTA APPROACH OPTIONS MAP

TECHNOLOGY AND SPEED OPTIONS

Generally classified into two categories of operating speeds, the three Corridor Alternatives anticipate maximum operating speeds between 79 mph and 125 mph utilizing diesel technology, compared to an anticipated operating speed of up to 220 mph with electric technology. Operating speeds will vary along each corridor depending on a range of factors such as: topography (i.e. grade), geometry (i.e. curves), distance between stations and electric vs. diesel train technology.

Diesel

This Tier 1 EIS evaluated diesel powered trains paired with both conventional (non-tilting) and tilting technologies. Conventional trains travel at speeds ranging from 79 mph to 115 mph compared to trains with tilting cars traveling at speeds up to 125 mph. Tilting cars allow trains to maintain higher speed on curves that would otherwise limit travel speed.

Electric

Electric train technology utilizes electric power delivered directly to the trainset using overhead catenary power lines. The Tier 1 DEIS evaluated electric train technology with tilting passenger coaches in alternatives with speeds above 125 mph to 220 mph. The table below summaries the two speed options evaluated for each of the three Corridor Alternatives.



OPERATING SPEED & TRAVEL TIME SUMMARY

The table below summaries the two speed options evaluated for each of the three Corridor Alternatives. Trains cannot reach top operating speeds on all portions of the corridor. All Corridor Alternatives propose utilizing freight rail ROW for the Atlanta Approach reflected in the total travel time.

| Corridor Alternative | Rail Technology & Infrastructure | Top Operating Speed | Travel Time (hours: minutes) | | |
|----------------------|--|---------------------|---------------------------------|--|--|
| Southern Crescent | Diesel trains sharing tracks with freight traffic | 79 mph | 5:34 | | |
| Southern Crescent | Diesel trains using a combination of shared and dedicated tracks | 110 mph | 4:35 | | |
| I-85 | Diesel trains on dedicated tracks | 125 mph | 2:50 | | |
| | Electric trains on dedicated tracks | 180 mph | 2:42 | | |
| | Diesel trains on dedicated tracks | 125 mph | 2:44 | | |
| Greenfield | Electric trains on dedicated tracks | 220 mph | 2:06 | | |

ELECTRIC



KEY FINDINGS ENVIRONMENTAL RESOURCES IN THE TIER 1 DEIS

GDOT evaluated each of the three Corridor Alternatives and the two Atlanta Approach options for potential impacts to environmental resources. GDOT generally used a 600-foot wide screening area around each Corridor Alternative and the No-Build Alternative as a baseline for comparison purposes. The No-Build Alternative is the future condition of an area in the absence of a project; it assumes that no improvements will be made with the exception of periodic maintenance and minor enhancements needed to maintain safe operation and those improvements already designated in an approved plan. The table below summarizes the results of the environmental screening process. For more detailed information about environmental resources and methodologies, refer to Chapter 3 of the DEIS.

| Categories | Definitions | Southern Crescent | I-85 | Greenfield |
|---|---|-------------------|-------------|--------------|
| Diverted Trips | Projected Automobile, Air, and Bus Trips Diverted To Rall | | | |
| Socioeconomic and Environmental Justice | Percentage of Census Block Groups Meeting EJ Criteria For Minority and Low-Income Populations | | | |
| Noise | Number of Potential Noise Receptor Impacts | () | (1) | |
| Vibration | Number of Potential Vibration Receptor Impacts | | | |
| Parklands and Wildlife Refuges | Acres of Parklands and Wildlife Refuge Sites | *** | | **** |
| Cultural and Historic Resources | Number of Known Cultural Resources | Î | Î | Î |
| Threatened and Endangered Species Habitats | Number of Known Threatened and Endangered Species Habitats | . | # | \$ |
| Wetlands | Acres of Wetlands | M | Ŵ | W |
| Waterbody Crossings | Number of Waterbody Crossings (Rivers, Streams, Lakes) | ≋ | \approx | ≋ |
| Floodplains | Acres of Floodplains | W | W | W |
| Community Facilities | Number of Known Community Facilities | ** ** | 44 4 | * *** |

Impact

ENVIRONMENTAL IMPACTS COMPARISON

The results are based on a comparison of the three Corridor Alternatives against the No Build alternative.

Impact

Impact

PIOH INFORMATION AND COMMENT PERIOD

GDOT invites the public and interested agencies to any of three Public Information Open House (PIOH) events during October 2019 to better understand the project, review the information in the Tier 1 DEIS, and provide comments and questions on the project. Additionally, the public may review materials from the PIOH online at: http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte.

GDOT will accept public and agency comments for this Tier 1 DEIS from September 20, 2019 to November 4, 2019. Please submit comments by way of email to the address AtlantaCharlotteHSR@dot.ga.gov or by regular mail to:

Kaycee Mertz Rail and Transit Planning Manager Georgia Department of Transportation Division of Intermodal 600 West Peachtree Street NW Atlanta, GA 30308

Atlanta, Georgia

Tuesday, October 22, 2019 Georgia Department of Transportation 600 West Peachtree Street NW Atlanta, GA 30308 5:30pm – 8:00pm

Greenville, South Carolina

Wednesday, October 23, 2019 Greenville County Square 301 University Ridge Suite 400 Greenville, SC 29601 5:30pm – 8:00pm

Charlotte, North Carolina

Thursday, October 24, 2019 Metrolina Transportation Management Center (TMC) 2327 Tipton Drive Charlotte, NC 28206 5:30pm – 8:00pm

NEXT STEPS

TIER 1 FEIS/ROD

Following the public and agency comment period, FRA and GDOT will select a Preferred Alternative and document this process likely in a combined Final FEIS/ROD document. GDOT will base the Preferred Alternative decision on feedback and comments from the public and agencies, performance of each Corridor Alternative, and the potential environmental impacts of each Corridor Alternative. The Final EIS/ROD document will include a list of all revisions made to address feedback received during the 45-day review period.

The following decisions will be deferred to a Tier 2 Analysis: station locations, project alignment within the Preferred Corridor Alternative, airport connections, technology, and the Atlanta Approach.



P.I. T004193

| Comm | ent Card | | |
|--|-----------------------|----------|------------------|
| Please print responses. | | | |
| Name | | | |
| Address | | | |
| | | | |
| | | | |
| Select a category | | | |
| Environmental Process Corridor Alterna | atives 🗌 Public N | leetings | ☐ General/Other |
| Comments | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| Did you attend, or do you plan to attend one of the publi | c open house meetings | ? 🗆 Yes | 🗆 No |
| Did you review the document and/or the meeting materia | ials? | 🗆 Yes | □ No |
| | | | — |
| If yes, did you understand the project after reviewing the | ematerials? | 🗆 Yes | □ No |
| How did you hear about this project? Newspaper | 🗌 Other media | 🗌 Proj | ect mailing list |
| □ GDOT Website □ Word of mouth □ | Other (please specify | () | |
| | | | |
| | | | |

Commont Cord

Mail to: *Ms. Kaycee Mertz, Rail & Transit Planning Manager Georgia Department of Transportation* Division of Intermodal 600 West Peachtree Street, NW Atlanta, Georgia 30308

Please do not reply to NewsReleases@dot.ga.gov.

View this email in your browser



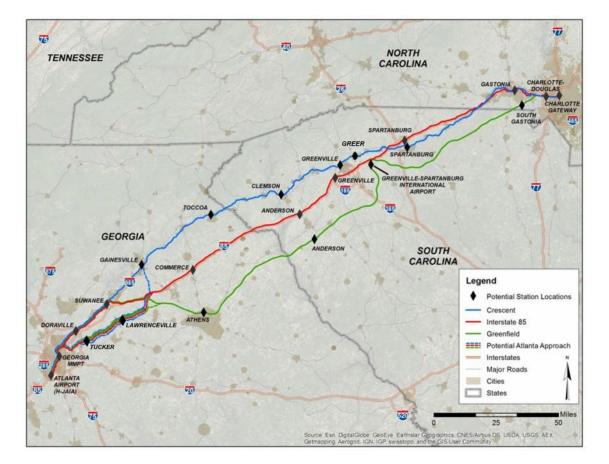
PRESS RELEASE

For Immediate Release:

Thursday, October 17, 2019

Contact:

Scott Higley 404.347.0543



Public Comment Sought on Atlanta to Charlotte Passenger Rail Corridor

ATLANTA, GA - The Federal Railroad Administration (FRA) and the Georgia Department of

Transportation (Georgia DOT) are seeking public comment on the Tier I Draft Environmental Impact Statement (DEIS) for the extension of the Southeast High-Speed Rail (SEHSR) corridor from Charlotte, North Carolina to Atlanta, Ga., a project of the Passenger Rail Corridor Investment Plan (PRCIP). Three open houses are scheduled – one occurring in Atlanta, Georgia; one in Greenville, South Carolina; and the third in Charlotte, North Carolina. The public is encouraged to participate and comment in person or online.

Public Open Houses

Date: Tuesday, October 22, 2019 Location: Georgia Department of Transportation 600 W. Peachtree St. NW Atlanta, Georgia 30308 Time: 5:30 – 8 pm

Date: Wednesday, October 23, 2019 Location: Greenville County Square 301 University Ridge, Suite 400 Greenville, SC 29601 Time: 5:30 – 8 pm

Date: Thursday, October 24, 2019 Location: Metrolina Transportation Management Center 2327 Tipton Dr. Charlotte, NC 28206 Time: 5:30 – 8 pm

Georgia DOT and FRA recently reached a major milestone for the project with the release of the Tier 1 DEIS, a result of extensive technical analysis and collaboration with agencies and the public.

The purpose of the Atlanta to Charlotte DEIS is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity and improving trip time and reliability through high-speed passenger rail services. The corridor is also an important extension to the planned SEHSR corridor system which will connect Washington DC, Richmond VA and Charlotte, NC. When complete, it will improve capacity and travel times, provide an alternative to other modes of travel, enhance energy efficiency, promote economic development, and increase traveler safety.

The plan lays out three options for the proposed Atlanta to Charlotte DEIS with a no build alternative serving as the baseline. FRA and Georgia DOT encourage the public, agencies and interested organizations to provide comments on the Tier 1 DEIS. The comments received will help determine the identification of a Preferred Corridor Alternative for the Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD).

Georgia DOT will base the preferred alternative decision on feedback and comments from the public and agencies, performance of each corridor alternative and the potential environmental

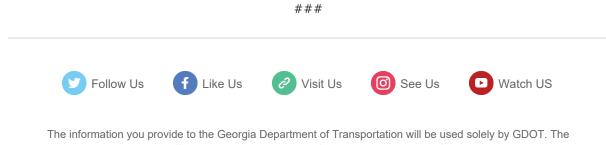
impacts of each corridor alternative.

The Agency and public comment period for the Tier 1 DEIS is open until November 4, 2019. Comments may be made in person or via the online <u>comment form</u>.

The public is encouraged to visit the <u>website</u> to review the PIOH materials and the information presented in the Tier 1 DEIS, as well as ask questions or provide comments.

To stay informed on the improvement plans updates, send an <u>email</u> to join the mailing list for the Atlanta to Charlotte PRCIP.

Georgia Department of Transportation plans, constructs and maintains Georgia's state and federal highways. We're involved in bridge, waterway, public transit, rail, general aviation, bike and pedestrian programs. And we help local governments maintain their roads. Georgia DOT and its nearly 4,000 employees are committed to delivering a transportation system focused on innovation, safety, sustainability and mobility. The Department's vision is to boost Georgia's competitiveness through leadership in transportation.



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Georgia Department of Transportation To Hold A Public Open House Meeting For the Atlanta to Charlotte Tier I Draft Environmental Impact Statement (P.I. T004193)

On Tuesday, October 22, 2019 at One Georgia Center, 600 West Peachtree Street NW, Atlanta, Georgia 30308, the Georgia Department of Transportation will hold a Public Open House meeting concerning the project listed above.

This project proposes to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity and improving trip time and reliability through high-speed passenger rail services. The Tier 1 Draft Environmental Impact Statement establishes the Project's Purpose and Need and conducts a broad assessment of the environmental and transportation impacts of three Corridor Alternatives and a No-Build Alternative.

The purpose of this Public Open House meeting is to provide the public with an opportunity to view the project, ask questions, and comment on the project.

The Open House meeting will be held from 5:30 PM to 8:00 PM. It will be informal, and the public is invited to attend anytime during these hours. There will be no formal presentation. A court reporter will be available to allow the public an opportunity to make verbal comments about the project.

Americans with Disabilities Act (ADA) Information:

The meeting site is accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling the Georgia Department of Transportation at 404-631-1990.

Written statements will be accepted concerning this project until Monday, November 04, 2019. Written statements may be submitted to:

Georgia Department of Transportation Attn: Kaycee Mertz 600 West Peachtree Street, NW – 6th Floor Atlanta, Georgia 30308

Copies of the Tier I Draft Environmental Impact Statement (DEIS) will be available for review at the Open House meeting.

The displays at the Public Open House meeting will be available for ten days for review after the Open House at the location stated above. In addition, comments and statements resulting from the Open House meeting will be available at this location when available. 9-25/2019



C Legal Notices



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Georgia Department of Transportation To Hold A Public Open House Meeting For the Atlanta to Charlotte Tier | Draft Environmental Impact Statement (P.I. T004193)

On Wednesday, October 23, 2019 at Greenville County Square, 301 University Ridge, Suite 400, Greenville, South Carolina, 29601, the Georgia Department of Trans-portation will hold a Public Open House meeting concerning the project listed above.

This project proposes to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity and improving trip time and reliability through high-speed passenger rail services. The Tier 1 Draft Environmental Impact Statement establishes the Project's Purpose and Need and conducts a broad assessment of the environmental and transportation impacts of three Corridor Alternatives and a No-Build Alternative.

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Americans with Disabilities Act (ADA) Information:

The meeting site is accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling the Greenville County Square at 864-467-7100.

Written statements will be accepted concerning this project until Monday. November 04, 2019. Written statements may be submitted to:

Georgia Department of Transportation Attn: Kavcee Mertz 600 West Peachtree Street, NW – 6th Floor Atlanta, Georgia 30308

Copies of the Tier | Draft Environmental Impact Statement (DEIS) will available for review at the Open House meeting.

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Legals and Public Notices

Legals and Public Notices

Georgia Department of Transportation To Hold A PUBLIC OPEN HOUSE MEETING

For the Atlanta to Charlotte Tier I Draft Environmental Impact Statement (P.I. T004193)

On Thursday, October 24, 2019 at Metrolina Transportation Management Center, 2327 Tipton Drive, Charlotte, North Carolina, 28206, the Georgia Department of Transportation will hold a Public Open House meeting concerning the project listed above.

This project proposes to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity and improving trip time and reliability through high-speed passenger rail services. The Tier 1 Draft Environmental Impact Statement establishes the Project's Purpose and Need and conducts a broad assessment of the environmental and transportation impacts of three Corridor Alternatives and a No-Build Alternative.

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Americans with Disabilities Act (ADA) Information:

The meeting site is accessible to persons with disabilities. Accommodations for people with disabilities can be arranged with advance notice by calling the Metrolina Transportation Management Center 704-342-6814.

Written statements will be accepted concerning this project until Monday, November 04, 2019. Written statements may be submitted to:

Georgia Department of Transportation Attn: Kaycee Mertz 600 West Peachtree Street, NW – 6th Floor Atlanta, Georgia 30308

Copies of the Tier I Draft Environmental Impact Statement (DEIS) will available for review at the Open House meeting.

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Georgia Department of Transportation Attn: Kaycee Mertz 600 West Peachtree Street, NW – 6th Floor Atlanta, Georgia 30308

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Georgia Department of Transportation To Hold A Public Open House Meeting For the Atlanta to Charlotte Tier I Draft Environmental Impact Statement (P.I. T004193)

On Wednesday, October 23, 2019 at Greenville County Square, 301 University Ridge, Suite 400, Greenville, South Carolina, 29601, the Georgia Department of Transportation will hold a Public Open House meeting concerning the project listed above.

This project proposes to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity and improving trip time and reliability through high-speed passenger rail services. The Tier 1 Draft Environmental Impact Statement establishes the Project's Purpose and Need and conducts a broad assessment of the environmental and transportation impacts of three Corridor Alternatives and a No-Build Alternative.

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Georgia Department of Transportation Attn: Kaycee Mertz 600 West Peachtree Street, NW – 6th Floor Atlanta, Georgia 30308

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Figure 2: Public Meeting Board #1



The Atlanta to Charlotte Corridor connect with high-speed rail.

The Federal Railroad Administration (FRA) serves as the lead federal agency on the project, and the Georgia Department of Transportation (GDOT) is the project sponsor.

The Tier 1 EIS comprises four primary components:

- and Need
- 2) Identifying and evaluating potential Corridor Alternatives
- the No-Build Alternative serving as the baseline
- Corridor Alternative.

Corridor Alternatives: A generalized area of travel that is 600 feet wide

No-Build Alternative: The future condition of an area in the absence of a project



spans approximately 280 miles in Georgia, South Carolina, and North **Carolina which GDOT proposes to**

1) The development of the Project's Purpose

3) Evaluating the potential environmental impacts of the Corridor Alternatives with

4) Selecting and documenting the Preferred



Purpose

The purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte.

There are eight transportation system needs identified

for the Study Area as shown on the right.



Figure 3: Public Meeting Board #2



Population and Employment Growth



Improve Regional Transportation System Connectivity



Increase Transportation
 System Capacity



Improve Travel Times and Reliability



Provide an Alternative Travel Mode



Traveler Safety



Improve Energy Efficiency and Air Quality



Maintain and Enhance Economic Growth and Vitality

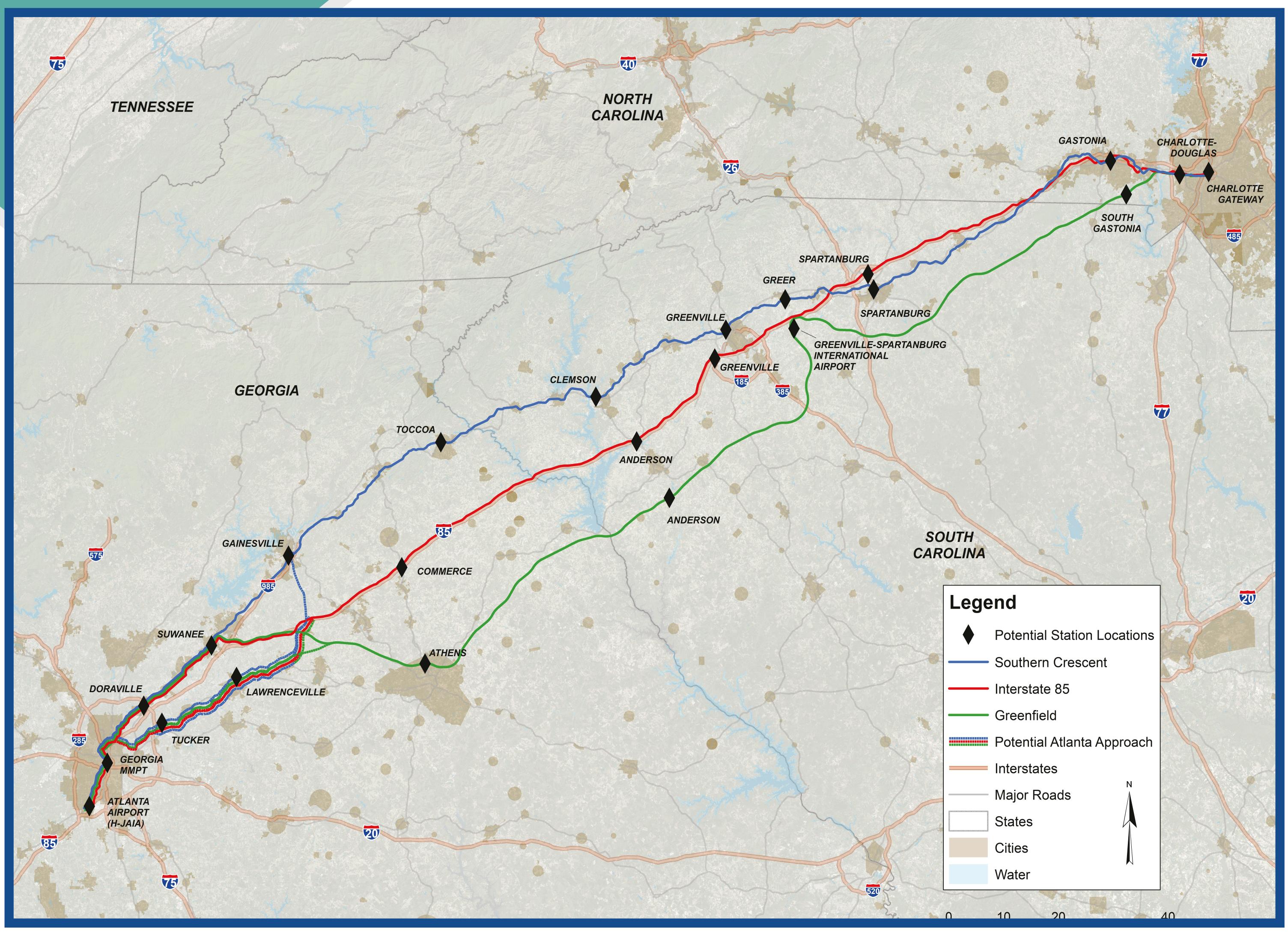




The Project would support the following needs:



GDOT & FRA evaluated three Corridor Alternatives in the Tier 1 EIS: the Southern Crescent, I-85, and Greenfield. GDOT identified potential station opportunities, considered rail technology and speed options, and identified two options for approaching metro Atlanta (the Atlanta Approach). Decisions on these project elements are deferred until a Tier 2 study.



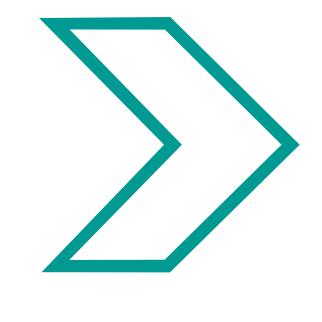
Corridor Alternatives



Figure 4: Public Meeting Board #3







Tier 1 Environmental Impact Statement (EIS) Process

Scoping Process

Notice of Intent (NOI) published, initiating a formal scoping process and a public comment period.

Draft EIS

Draft EIS approved by Federal Railroad Administration (FRA) for public review.



Public Comment Period 45-day period to receive public and agency input.

Final EIS/Record of Decision

Combined Final EIS/Record of Decision (ROD) will identify the Preferred Corridor Alternative.







Figure 5: Public Meeting Board #4

What's an EIS?

An EIS is a comprehensive study that provides the public and decision-makers with key information on the **alternatives under consideration** and their **potential impacts** to the built, natural, and human environments within the project study area.

A Tier I EIS includes:

Broad, high-level environmental review

"Desktop analysis" based on available mapping, information



U.S. Department of Transportation Federal Railroad Administration

Physical (footprint) effects based on corridor alternatives



Categories

Diverted Trips

Socioeconomic and **Environmental Justice**

Noise

Vibration

Parklands and Wildlife

Cultural and Historic R

Threatened and Endan Species Habitats

Wetlands

Waterbody Crossings

Floodplains

Community Facilities

Lowest Potential Impact

The results are based on a comparison of the three Corridor Alternatives against the No Build alternative.



Figure 6: Public Meeting Board #5 **Environmental Impacts** Comparison

| | Definitions | Southern Crescent | I-85 | Greenfield |
|-----------|---|-------------------|-------------|------------|
| | Projected Automobile, Air, and Bus Trips Diverted To Rail | | | |
| | Percentage of Census Block Groups Meeting EJ Criteria For Minority and Low-Income Populations | | | |
| | Number of Potential Noise Receptor Impacts | | | |
| | Number of Potential Vibration Receptor Impacts | | | |
| e Refuges | Acres of Parklands and Wildlife Refuge Sites | | | |
| Resources | Number of Known Cultural Resources | | | |
| Ingered | Number of Known Threatened and Endangered Species Habitats | | | |
| | Acres of Wetlands | | | |
| | Number of Waterbody Crossings (Rivers, Streams, Lakes) | | | |
| | Acres of Floodplains | | | |
| | Number of Known Community Facilities | | | |
| | | | | |









U.S. Department of Transportation Federal Railroad Administration







Figure 7: Public Meeting Board #6







Address public and agency comments

Select and document the Preferred Corridor Alternative



Publish the Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD)



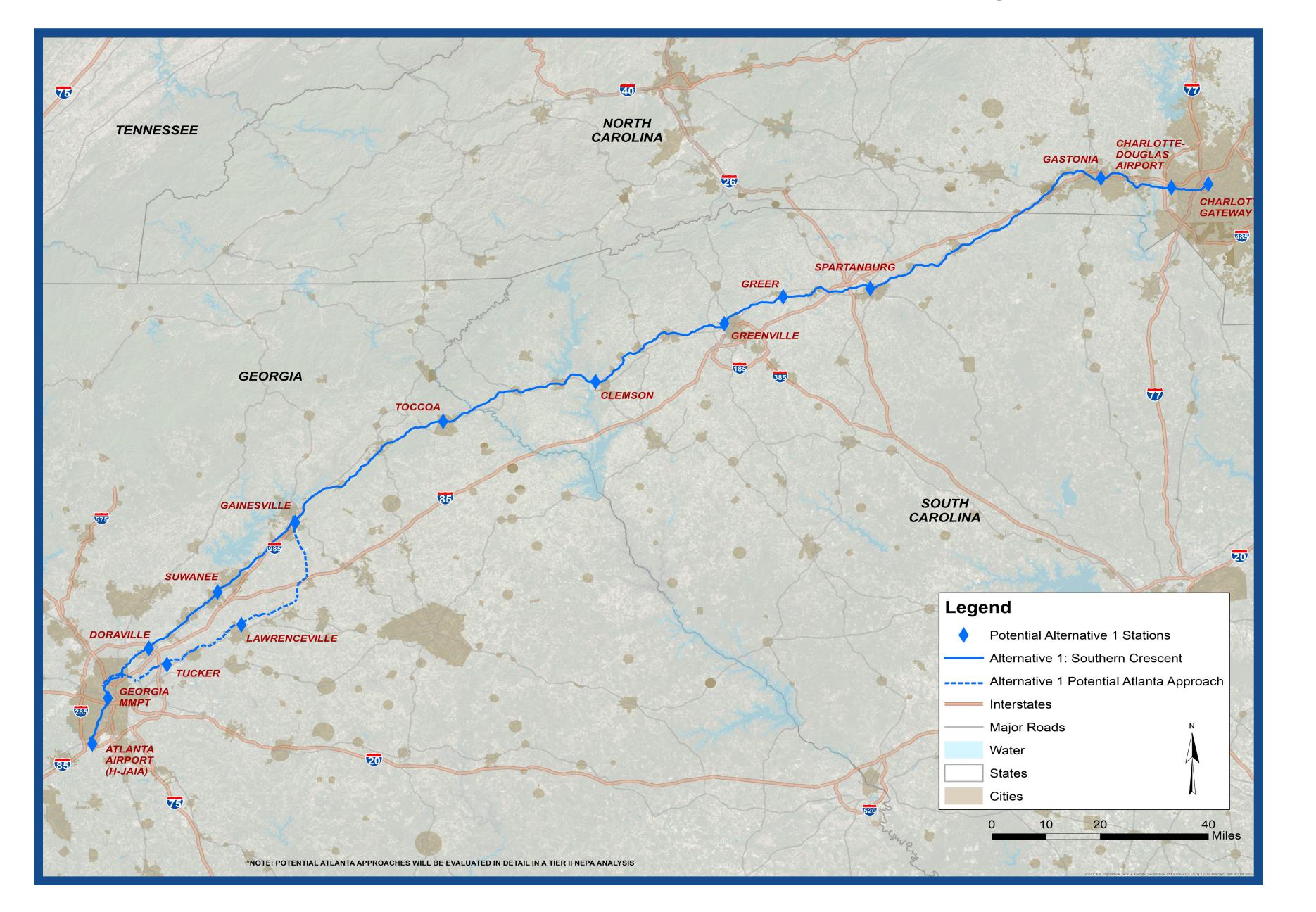
Decisions deferred for a Tier 2 Analysis Station locations Project alignment within the Preferred Corridor Alternative Airport connections Technology The Atlanta Approach





Figure 8: Public Meeting Board #7

Ar

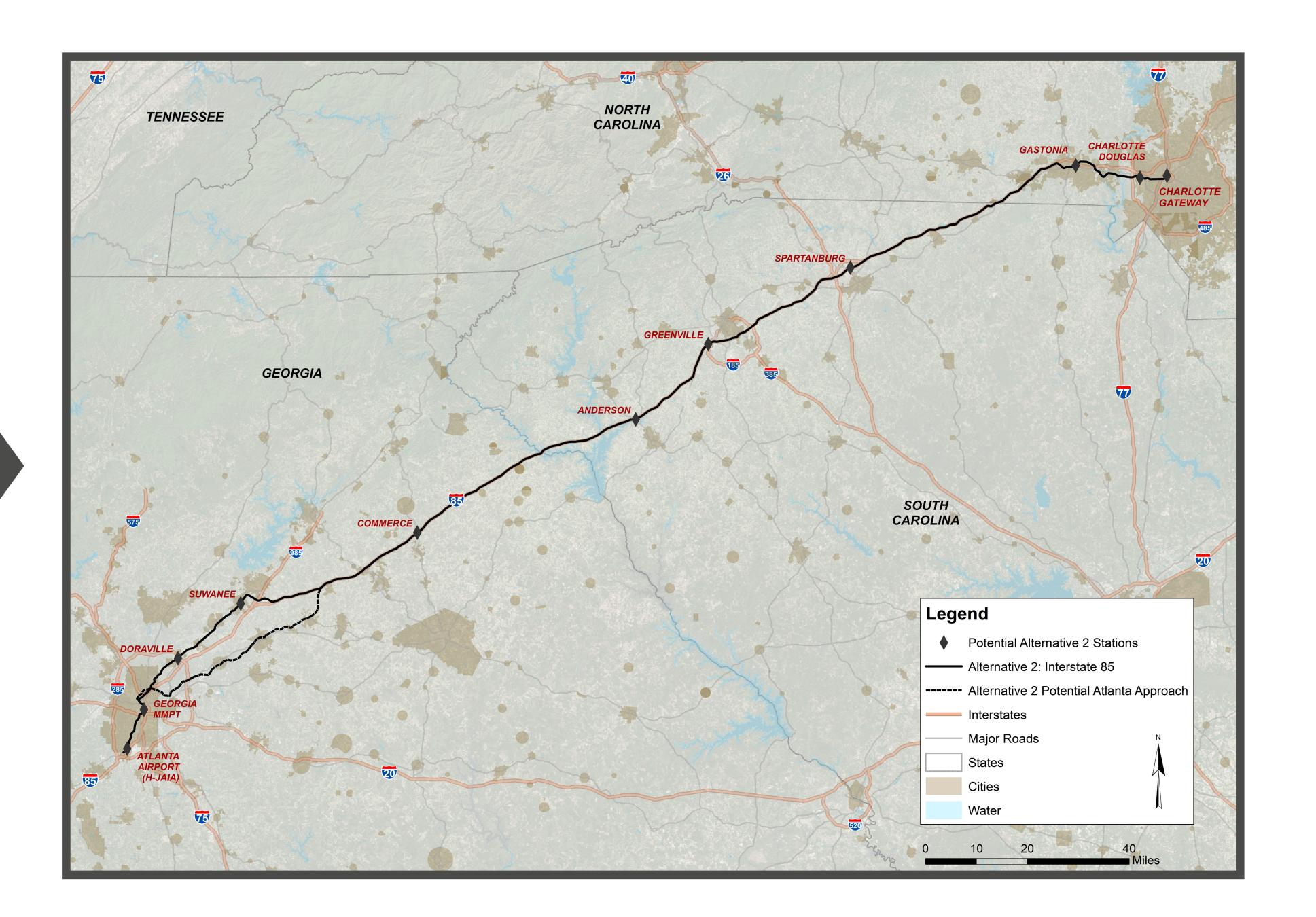


Southern Crescent Corridor Alternative

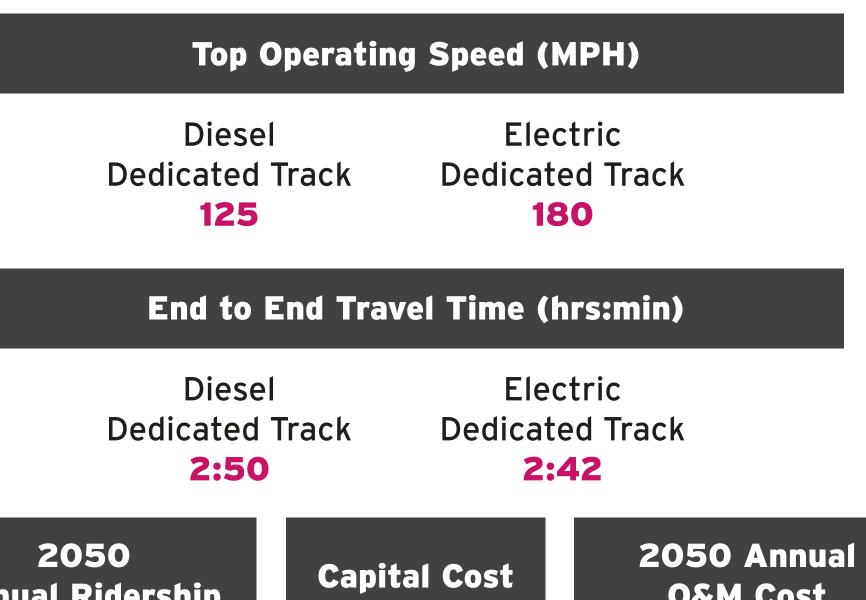
| Top Operating Speed (MPH) | | | | | | | |
|----------------------------------|--|--|--|--|--|--|--|
| Diesel Shared Tr 79 | ack Dedicat | Diesel Shared and Dedicated Track 79 to 110 | | | | | |
| End to End Travel Time (hrs:min) | | | | | | | |
| | DieselDiesel Shared andShared TrackDedicated Track5:344:35 | | | | | | |
| 2050 Inual Ridership | Capital Cost | 2050 Annual O&M Cost | | | | | |
| 0.94 M to 1.18 M | \$2.0 B to \$2.3 B | \$63.17 M to \$66.1 M | | | | | |

Revenue/O&M Cost

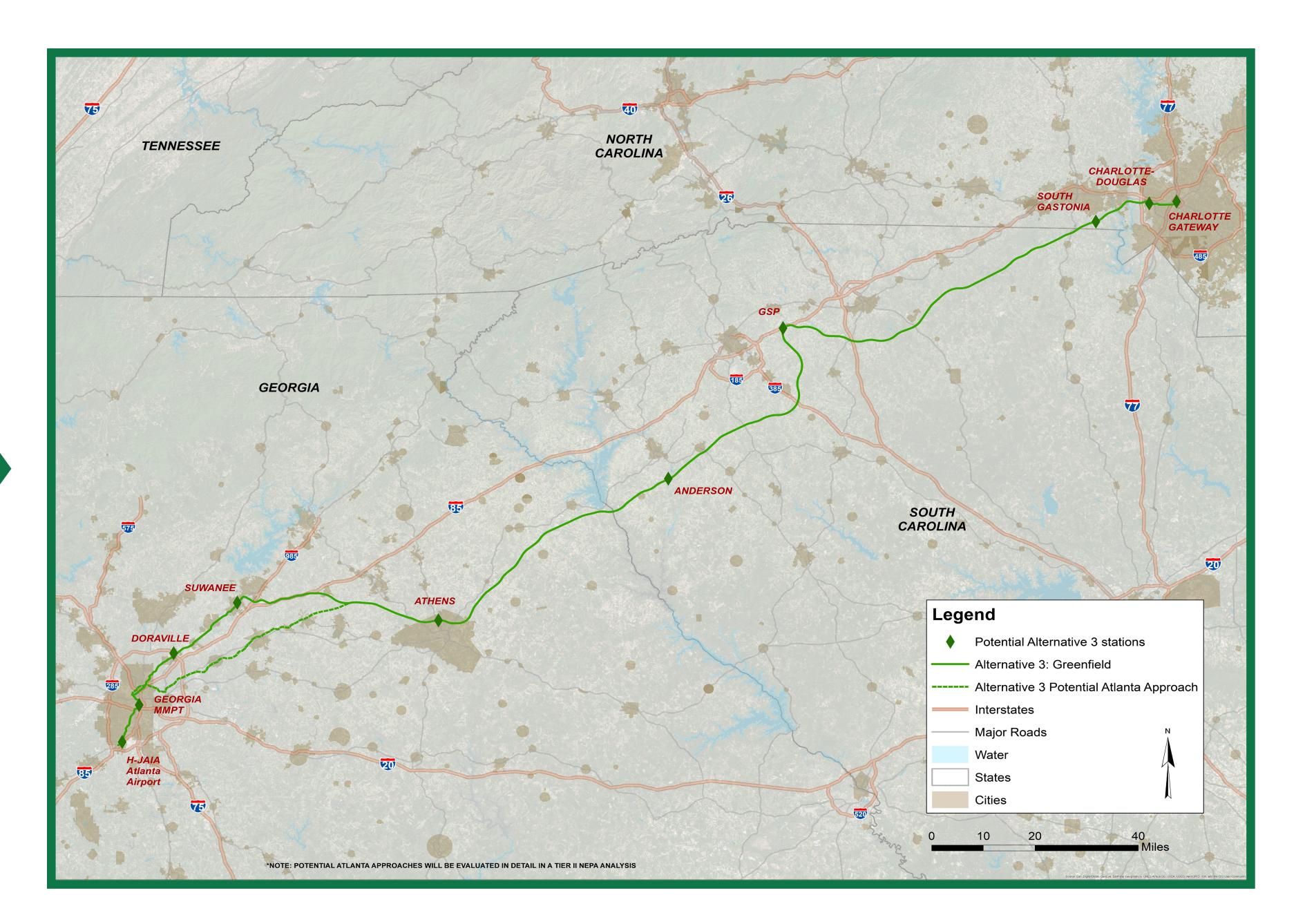
0.66 to 0.82



I-85 Corridor Alternative



| Annual Ridership | Capital Cost | O&M Cost | | | |
|---------------------|-------------------------|---------------------------|--|--|--|
| 5.50 M to 5.62 M | \$13.3 B to \$15.4 B | \$192.9 M to \$169.9 M | | | |
| | Revenue/O&M Cos | t | | | |
| | 2.05 to 2.30 | | | | |



Greenfield Corridor Alternative

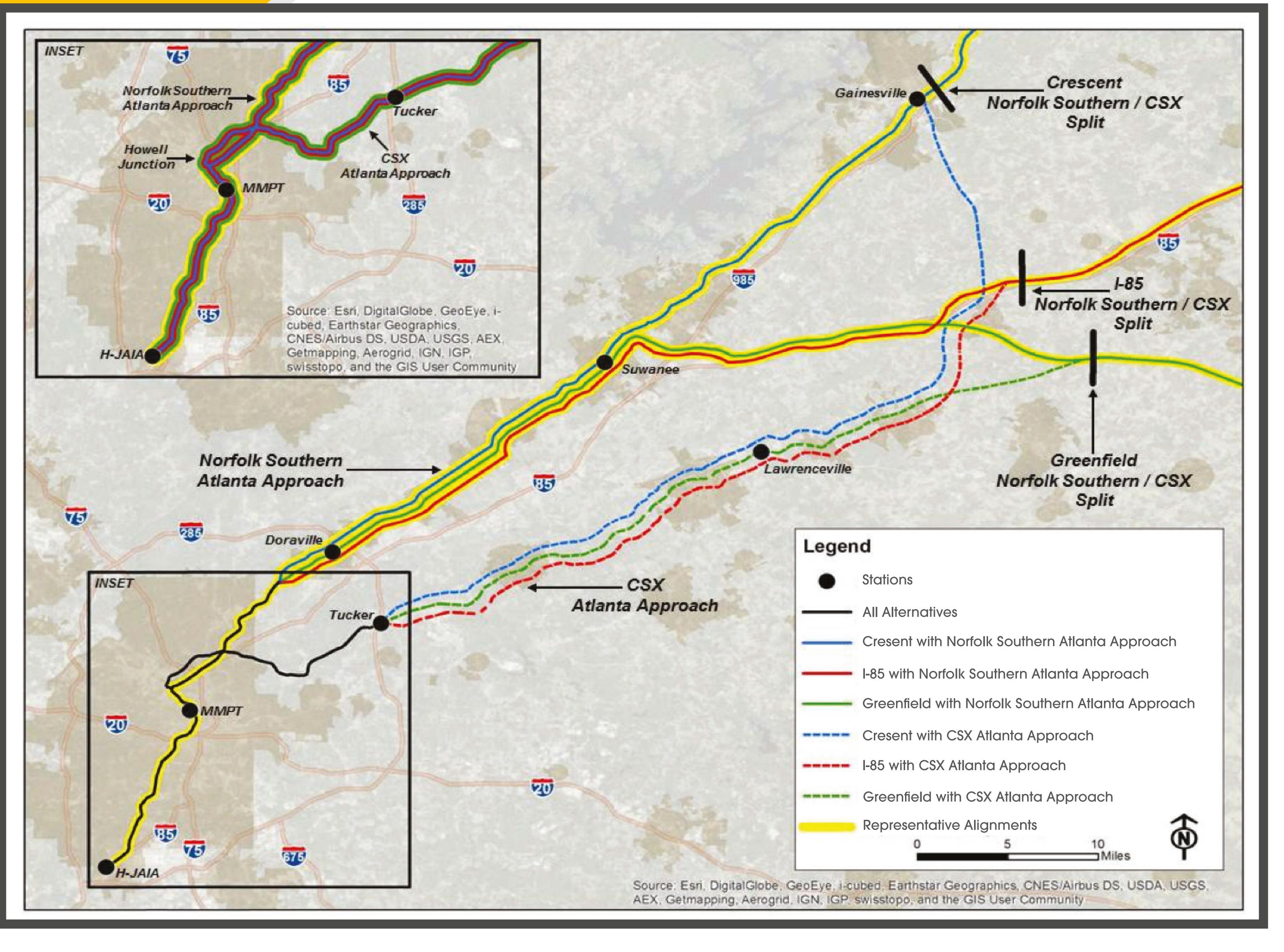
| Тор С | perating Speed | (MPH) | | | | |
|---|-----------------------|-------------------------------------|--|--|--|--|
| Diesel Dedicated 125 | _ | lectric ated Track 220 | | | | |
| End to E | End Travel Time | (hrs:min) | | | | |
| Diesel Electric Dedicated Track Dedicated Track 2:44 2:06 | | | | | | |
| 2050 Inual Ridership | Capital Cost | 2050 Annual O&M Cost | | | | |
| 5.38 M to 6.30 M | \$6.2 B to \$8.4 B | \$205.7 M to \$211.9 M | | | | |
| F | Revenue/O&M Co | st | | | | |
| | 2 00 1- 2 22 | | | | | |

2.08 to 2.32









GDOT evaluated two options for each of the Corridor Alternatives to access downtown Atlanta: the Norfolk Southern Atlanta Approach (Southern Crescent) or the CSX Atlanta Approach, as shown in the map. Due to the complex environment of the approaches to and through Atlanta, the Tier 1 EIS defers the selection of the preferred Atlanta Approach to a future Tier 2 study. A Tier 2 study could also consider other commuter and intercity rail planning efforts and additional alignment options for the Atlanta Approach.

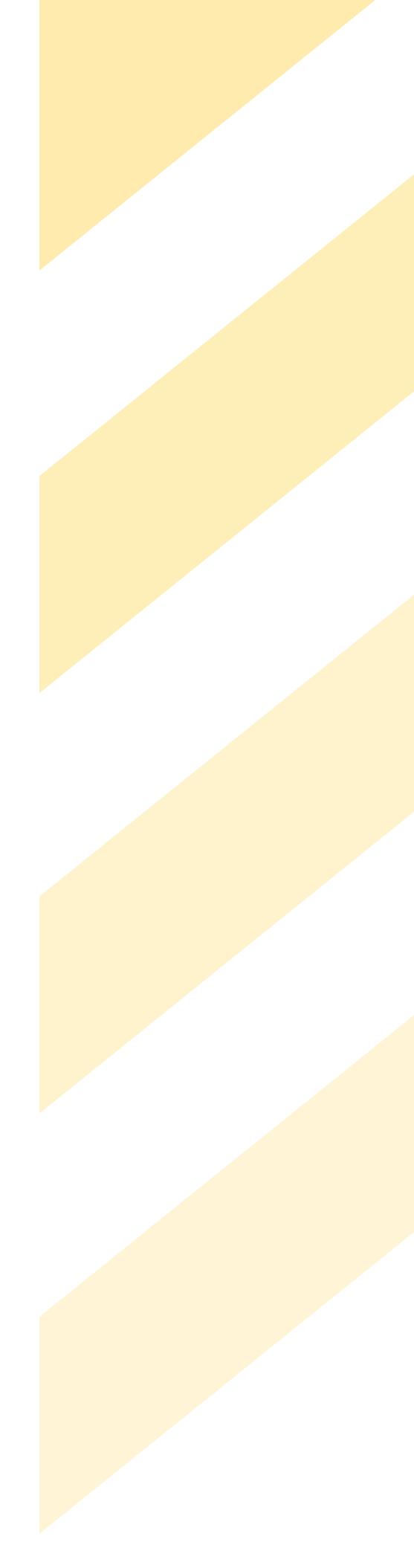


The Atlanta Approach



Figure 9: Public Meeting Board #8





Diese

from 79 mph to 125 mph.



The selection of speed and train technology is deferred until a Tier 2 study. Top operating speeds cannot be reached on all portions of the corridor.





This Tier 1 EIS evaluated diesel powered trains with travel at top speeds ranging

Operating speeds will vary along each Corridor Alternative depending on a range of factors such as: **Topography (i.e. grade) | Geometry (i.e. curves) | Distance Between Stations** Dedicated Passenger Tracks vs. Tracks Shared with Freight Rail | Electric vs. Diesel Train Technology



Figure 10: Public Meeting Board #9 Train Speed and Train Technology

Electric

This train technology utilizes electric power delivered directly to the trainset via overhead catenary power lines. This Tier 1 EIS evaluated electric train technology with top speeds between 125 mph and 220 mph.





APPENDIX B

Agency Comments on Draft Environmental Impact Statement

- 1. Federal Government
 - A. Environmental Protection Agency Region 4
 - B. United States Department of the Interior Fish and Wildlife Service
 - C. Federal Highway Administration
- 2. State Government
 - A. South Carolina Department of Transportation
 - B. North Carolina Department of Transportation
 - C. South Carolina Department of Natural Resources
 - D. North Carolina Department of Natural and Cultural Resources
 - E. South Carolina Department of Archives and History
 - F. Georgia Department of Natural Resources
- 3. Local Government
 - A. City of Toccoa, GA
 - B. City of Tucker, GA
 - C. City of Suwanee, GA
 - D. City of Kings Mountain, NC
 - E. City of Charlotte, NC and the Charlotte Regional Transportation Planning Organization
- 4. Other
 - A. Atlanta Beltline, Inc.
 - B. Tucker Northlake Community Improvement District
 - C. Southern Environmental Law Center
- 5. GDOT Response to Agency Comments

1. FEDERAL GOVERNMENT AGENCY COMMENTS



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY REGION 4 ATLANTA FEDERAL CENTER 61 FORSYTH STREET ATLANTA, GEORGIA 30303-8960 NOV 0 1 2019

Mr. John Winkle Department of Transportation Federal Railroad Administration 1200 New Jersey Avenue, SE Washington, D.C. 20590

Re: EPA Review Comments on the Tier 1 Draft Environmental Impact Statement for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan; CEQ No. 20190225

Dear Mr. Winkle:

The U.S. Environmental Protection Agency has reviewed the Tier 1 Draft Environmental Impact Statement (DEIS) for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan, developed by the Federal Railroad Administration (FRA) and the Georgia Department of Transportation (GDOT) in accordance with its responsibilities under Section 309 of the Clean Air Act and Section 102(C) of the National Environmental Policy Act. The purpose of the Atlanta to Charlotte Passenger Rail Corridor Investment Plan is to improve intercity passenger travel between the cities of Atlanta and Charlotte. The proposed expansion of the region's transportation system will improve trip time and reliability through highspeed passenger diesel or electric rail services.

The EPA supports more sustainable approaches that address the region's growing traffic congestion. The DEIS evaluates three (3) corridors for passenger rail - the Southern Crescent Corridor, the I-85 Corridor, and the Greenfield Corridor. A Preferred Corridor Alternative is not identified in the DEIS. According to the DEIS, the Preferred Corridor Alternative will be selected in the combined Tier 1 Final Environmental Impact Statement/Record of Decision (FEIS/ROD).

The DEIS describes various planning-level scenarios, however, project-related impacts are not identified. The EPA recommends the examination of relevant environmental impacts in the FEIS/ROD or subsequent tiered documents, as appropriate (see enclosure).

Should you have any questions concerning these comments or recommendations, please feel free to contact Ms. Amanetta Somerville at <u>somerville.amanetta@epa.gov</u> or (404) 562-9025. We appreciate the opportunity to comment on the proposed Tier 1 DEIS.

Sincerely,

Ntale Kajumba

Ntale Kajumba Acting Chief, NEPA Section Strategic Programs Office

Enclosure

ENCLOSURE

Draft Tier 1 Environmental Impact Statement Atlanta to Charlotte Passenger Rail Corridor Investment Plan CEQ No. 20190225

PROJECT DESCRIPTION

The Atlanta to Charlotte Passenger Rail Corridor Investment Plan will develop the Atlanta to Charlotte portion of the Southeast High-Speed Rail (SEHSR) Corridor initiative from Washington, DC to Atlanta, Georgia. The SEHSR Corridor is one of eleven U.S. Department of Transportation designated high-speed rail corridors in the country. The Atlanta to Charlotte corridor spans approximately 280 miles and connects the cities of Atlanta, Georgia, and Charlotte, North Carolina, in a general northeasterly direction. The study area includes the Hartsfield-Jackson Atlanta International Airport and the proposed Charlotte Gateway Station. The study area generally follows I-20 (between Atlanta and Columbia), I-77 (between Columbia and Charlotte), and the Norfolk Southern rail line (between Charlotte and Atlanta). It also contains I-85 between Charlotte and Atlanta as well as parts of surrounding metropolitan areas.

DETAILED STUDY ALTERNATIVES

Six preliminary alternatives were developed and evaluated during the early phases of the project studies. Three preliminary alternatives were eliminated because the purpose and need were not met. The three alternatives carried forward and evaluated in the Tier 1 Draft Environmental Impact Statement (DEIS) include the following:

Southern Crescent Corridor

The 268-mile Southern Crescent Corridor Alternative primarily follows the Norfolk Southern Piedmont Division right-of-way (ROW), which hosts the existing Amtrak Crescent long-distance service between Atlanta and Charlotte. This diesel alternative proposes sharing the ROW, with freight and passenger trains operating together on shared tracks in certain sections of the corridor and on separate tracks in others. This route will serve three stations in North Carolina at the Charlotte Gateway, Charlotte Douglas International Airport, and Gastonia; four stations in Spartanburg, Greer, Greenville, and Clemson, South Carolina; and six stations in Toccoa, Gainesville, Suwanee, Doraville, downtown Atlanta, and Hartsfield-Jackson Atlanta International Airport, Georgia.

Interstate 85 Corridor

The 255-mile diesel or electric I-85 Corridor Alternative is located primarily within the interstate highway ROW on a dedicated high-speed passenger rail alignment following I-85 between Gastonia, North Carolina, and Suwanee, Georgia. Then it follows a shared railroad ROW in the approaches to the Charlotte and Atlanta termini. This route serves three stations in North Carolina at the Charlotte Gateway, Charlotte Douglas International Airport, and Gastonia; three stations in South Carolina in Spartanburg, Greenville, and Anderson; and four stations in Georgia in Suwanee, Doraville, downtown Atlanta, and Hartsfield-Jackson Atlanta International Airport.

Greenfield Corridor

The 274-mile diesel or electric Greenfield Corridor Alternative is primarily on a new "greenfield" dedicated high-speed passenger rail alignment between Charlotte Douglas International Airport and Athens, Georgia. Then it follows shared railroad ROW in the approaches to the Charlotte and Atlanta termini. This route serves three stations in North Carolina at the Charlotte Gateway, Charlotte Douglas International Airport, and South Gastonia; two stations in South Carolina at Greenville–Spartanburg

International Airport and Anderson; and five stations in Georgia in Athens, Suwanee, Doraville, downtown Atlanta, and Hartsfield-Jackson Atlanta International Airport.

GENERAL ENVIRONMENTAL ISSUES

In Exhibit 0-6 of the Tier 1 DEIS, the Federal Railroad Administration (FRA) and the Georgia Department of Transportation (GDOT) list performance measures by impact area which provides a brief but good overview of the impact areas. There is no definition or explanation of the parameters of High, Medium, and Low.

<u>Recommendation</u>: The EPA recommends that the FEIS/ROD define or explain the parameters for High, Medium, and Low impacts.

Cumulative Impacts Analysis

Cumulative impacts are not discussed in the DEIS. This examination of impacts is important for the evaluation of the three proposed alternatives. The Council for Environmental Quality's regulations 40 CFR §§1500-1508 states direct, indirect, and cumulative impacts must be addressed and considered by Federal agencies in satisfying the requirements of NEPA. Specifically, per 40 CFR §1508.7, "a cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time."

<u>Recommendation</u>: The EPA recommends that the FEIS/ROD include a discussion of cumulative impacts that may result from the proposed high-speed rail corridor.

ENVIRONMENTAL IMPACTS

Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income *Populations*, directs federal agencies to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable. In section 3.6.3.2 of the DEIS, the proposed project will impact populations identified as minority and or low-income. The Tier 1 DEIS does not provide detailed information identifying the potentially impacted communities, and the methodology used to quantify the degree of impact.

<u>Recommendations</u>: The EPA supports an alternative that maintains community continuity as well as minimizes disproportionately high and adverse effects of the proposed project on the health or environment of minority and or low-income populations. The EPA recommends that transportation agencies conduct a more in-depth evaluation of the potential transportation, and socioeconomic impacts of this project upon the local community in the FEIS/ROD.

Air Quality

The Atlanta to Charlotte Passenger Rail Corridor traverses several counties that are nonattainment or maintenance for one or more of the National Ambient Air Quality Standards (NAAQS) six criteria pollutants. The Atlanta area is comprised of Gwinnett, DeKalb, Fulton, and Clayton Counties, which are designated nonattainment for the 2015 8-hour ozone (O₃) standard. The Charlotte-Rock Hill, NC-SC-area, is comprised of Mecklenburg, Gaston, and York Counties is a maintenance area for the 2008 8-hour O₃ and 1997 O₃ standards. Additionally, Mecklenburg County, North Carolina, is a maintenance

area for Carbon Monoxide. Section 3.4.4.2 of the DEIS states that it is not likely that any alternative, regardless of the rail technology selected, will cause or contribute to an increase in the emission of criteria pollutants. However, the foundation of this conclusion is unclear, as the DEIS does not include the methodology used to quantify the degree of impact.

<u>Recommendation</u>: The EPA recommends the FEIS/ROD include a more in-depth evaluation of the potential air quality impacts of the proposed project upon the corridor and the local community.

General Conformity

Georgia, North Carolina, and South Carolina have State Implementation Plans (SIP), developed under the Clean Air Act (CAA). Under the authority of the CAA, Federal entities are prohibited from taking actions in nonattainment or maintenance areas that do not conform to the SIP. The conformity analyses ensure that Federal activities do not interfere with established emissions budgets in the SIPs, that Federal activities do not cause or contribute to new violations, and that States achieve overall attainment and maintenance of the NAAQS. Section 3.4.2 of the DEIS states that the Tier 2 analysis will include a conformity determination and hot spot analysis where congestion is greatest or in areas of sensitive receptors.

<u>Recommendations</u>: The EPA recommends that the FEIS/ROD expand the general conformity discussion to include a comparative analysis of each corridor's potential impact on conformity.

Water Quality

Section 3.9.3 of the DEIS discusses the Atlanta to Charlotte Passenger Rail Corridor Investment Plan impacts to water resources. The Southern Crescent Corridor Alternative generates the least amount of impacts with 30 acres of wetlands impacts, 55,697 linear feet of perennial streams impacts, 64,769 linear feet of intermittent streams impacts, and 397 acres of the 100-year floodplain impacts. The Interstate 85 Corridor Alternative results in 135 acres of wetlands impacts, 106,414 linear feet of perennial streams impacts, 86,055 linear feet of intermittent streams impacts, and 686 acres of the 100-year floodplain impacts, 117,753 linear feet of perennial streams impacts; 149,889 linear feet of intermittent streams impacts; and 640 acres of the 100-year floodplain impacts.

<u>Recommendations</u>: The EPA recommends that the selected alternative minimize impacts to wetlands and streams to the maximum extent practicable. Where it is not practicable to avoid wetlands, consider measures to elevate the road and use end-on construction to the extent practicable to minimize impacts on wetlands associated with changes in hydrology and other adverse effects.



United States Department of the Interior

Fish and Wildlife Service RG Stephens, Jr. Federal Building 355 East Hancock Avenue, Room 320 Athens, Georgia 30601



West Georgia Sub Office P.O. Box 52560 Ft. Benning, Georgia 31995-2560 October 3, 2019

Coastal Sub Office 4980 Wildlife Drive Townsend, Georgia 31331

Mr. Paul Nissenbaum Associate Administrator, Railroad Policy and Dept Federal Railroad Administration 1200 New Jersey Ave SE, MS-20 Washington, DC 20590 ATTN: Kaycee Mertz and John Winkle Mr. Russell R. McMurry Commissioner Georgia Department of Transportation One Georgia Center – 600 West Peachtree NW Atlanta, GA 30308

RE: GDOT Project: Atlanta-Charlotte Passenger Rail; FWS Log 04EG1000-2020-TA-0046; ER 19/435

Dear Ms. Mertz and Mr Winkle:

Please accept the following comments on the Tier 1 Final Environmental Impact Statement and Record of Decision for the proposed Atlanta-Charlotte High Speed Ground Transportation Project dated March 2019, on behalf of Georgia Ecological Service, U.S. Fish and Wildlife Service. Please note for your files that Carrie Straight will be serving as Georgia Ecological Services' contact for any future NEPA-related studies.

Coordination History with Georgia Ecological Services:

- May 16, 2013. Federal Railroad Administration and Georgia Department of Transportation published a Notice of Intent to develop a Tier 1 Environmental Impact Statement for the proposed Atlanta to Charlotte Passenger Rail Corridor Investment Plan. The exact termini of alternative corridor routes have not yet been established and will be finalized as a part of the EIS scoping process, which also will address connectivity to proposed and existing passenger rail stations, airports, and other regional transportation services along the corridor. In particular, the project will consider connectivity between the proposed Georgia MultiModal Passenger Terminal (MMPT) and Hartsfield-Jackson Atlanta International Airport in Atlanta, and between the proposed Charlotte Gateway Station and Charlotte-Douglas International Airport.
- May 16, 2013. Federal Railroad Administration submitted letters dated May 16, 2013 to the Department of the Interior and the U.S. Fish and Wildlife Service, Southeast Regional Director inviting the Service to become a Participating Agencies in the Environmental Review Process for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan.

May 23, 2013. The Department of Interior concurred with their role as a participating agency.

September 20, 2019. The Georgia Ecological Field Office, Athens, GA, received notification from Headquarter U.S. Fish and Wildlife Service that a Tier 1 Draft EIS was available for environmental review.

General Comments:

As the proposed project design is developed, please consider assessing design measures to minimize impacts to terrestrial wildlife for any at-grade portions of the proposed alignments and impacts to birds and bats for any at-grade or above-grade alignments, especially along commonly used flight paths and movement/migration corridors. It would be beneficial to conduct an analysis of potential mortality and fragmentation of habitat for species of concern that may be migratory or require unfragmented habitat for persistence on the landscape.

Please consider additional analyses for the Tier 2 NEPA related to any foreseeable indirect, cumulative, interrelated, and interdependent actions. This should include any related land use changes associated with stations, maintenance areas, storage areas, ancillary facilities, and other developments planned or included in state, county, municipal, or city planning documents for development along the proposed project alignment. This assessment should catalog likely changes in habitat or impervious surface in those areas relative to the baseline conditions. If the project is expected to require the

September 30, 2019 Letter to Georgia Department of Transportation / Federal Railroad Administration RE: GDOT Project Atlanta-Charlotte Passenger Rail

relocation of utility lines, other service lines, or existing facilities, please include the impacts (direct and indirect) on the listed species as a result of those impacts.

Our office looks forward to continued coordination during the development and analyses of the Tier 2 NEPA studies. We are happy to provide any assistance to assess impacts to federally-listed species along the Preferred Corridor Alternative and to develop avoidance and minimization options as the project progresses.

We would suggest that the project alignment shapefiles be uploaded into IPaC (Information for Planning and Consultation ecos.fes.gov/ipac) to update the species lists found in the tables for "Federal-Listed Protected Species" in Section 3 of the document. Because the information appears to be dated from 2014, some species are missing in the list, the status of some species have changed, and the states/counties have some inconsistencies. The project proponent can save these project files by logging into IPaC and will be able to quickly identify changes and other modifications to the species lists. We have attached current files from IPaC for the project using the Crescent, I-85 and Greenfield alignments. There are likely several species that are currently under review for listing under the authority of the Endangered Species Act that could require consultation in the future. Periodically using IPaC to check the species occurrences will help you develop the most up-to-date environmental document possible. In Georgia, an additional check on potential species occurring in the project alignment revealed only one species currently under review the tri-color bat (*Perimyotis subflavus*).

Additional information for consideration in the Final EIS or future environmental documentation for the project.

Bats: Please assess any habitat (caves, forest, and existing infrastructure) that may be directly or indirectly impacted by the project to determine the level of consultation necessary with our agency, in addition to developing appropriate avoidance, minimization, and mitigation measures, if appropriate. Inspections of all bridges, culverts, and structures that could be impacted by the project to determine if the structure is being utilized as a roost by bats may help inform the risk to federally listed bats in the project area. In addition, in sensitive areas, vibrations or blasting from construction activities could impact protected bats and nearby roosts. Please assess the trade-offs of using traditional and alternative construction methods and time of day restrictions for driving piles and other activities with high noise or vibrations. Because Federal Railroad Administration is the lead federal agency for the project, the national programmatic agreement between Federal Highway Administration, Federal Railroad Administration and Federal Transit Administration and the U.S. Fish and Wildlife Service for Indiana and northern long-eared bat may provide additional guidance and insight related to avoidance and minimization for projects impacting those species. Information on the programmatic agreement can be found here: https://www.fws.gov/midwest/endangered/section7/fhwa/index.html.

Aquatics: Federally and/or state-listed aquatic species could occur in the project area. These species are sensitive to sedimentation and changes in water quality. To protect water quality for both wildlife and human use / consumption, please consider methods to minimize disturbances to riparian buffers and for the protection of stream channels. The Service recommends use of erosion control practices, post construction stormwater management, and other best management practices to protect water quality.

Thank you for the opportunity to provide comments on the document. If you have any questions or require further information, please contact Georgia Ecological Service's transportation liaison for the project area, Carrie Straight, at 706-208-7508.

Sincerely,

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Donald W. Imm, Ph.D. Field Supervisor



United States Department of the Interior

FISH AND WILDLIFE SERVICE Georgia Ecological Services Field Office 355 East Hancock Avenue Room 320 Athens, GA 30601 Phone: (706) 613-9493 Fax: (706) 613-6059



In Reply Refer To: Consultation Code: 04EG1000-2020-SLI-0039 Event Code: 04EG1000-2020-E-00059 Project Name: ATL-Charlotte Light Rail - I-85 alternative October 03, 2019

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

This list identifies threatened, endangered, proposed and candidate species, as well as critical habitat, that may be affected by your proposed project. This list may change before your project is completed. Under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation.

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*). Projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html).

Wind energy projects should follow the wind energy guidelines http://www.fws.gov/windenergy/ for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts of communcation towers on migratory birds can be found under the "Bird Hazards" tab at: <u>www.fws.gov/migratorybirds</u>.

Attachment(s):

Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Georgia Ecological Services Field Office

355 East Hancock Avenue Room 320 Athens, GA 30601 (706) 613-9493

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following offices, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Asheville Ecological Services Field Office

160 Zillicoa Street Asheville, NC 28801-1082 (828) 258-3939

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 (843) 727-4707

Project Summary

| Consultation Code: | 04EG1000-2020-SLI-0039 | | | | | | |
|--------------------|---|--|--|--|--|--|--|
| Event Code: | 04EG1000-2020-E-00059 | | | | | | |
| Project Name: | ATL-Charlotte Light Rail - I-85 alternative | | | | | | |
| Project Type: | TRANSPORTATION | | | | | | |
| | | | | | | | |

Project Description: Review for Draft EIS of alternative routes for project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <u>https://www.google.com/maps/place/34.456293928771856N83.10250615438386W</u>



Counties: Banks, GA | Barrow, GA | Clayton, GA | DeKalb, GA | Franklin, GA | Fulton, GA | Gwinnett, GA | Hart, GA | Jackson, GA | Cleveland, NC | Gaston, NC | Mecklenburg, NC | Anderson, SC | Cherokee, SC | Greenville, SC | Oconee, SC | Spartanburg, SC

Endangered Species Act Species

There is a total of 7 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Clams

| NAME | STATUS |
|--|------------|
| Gulf Moccasinshell <i>Medionidus penicillatus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/7663</u> | Endangered |
| Oval Pigtoe <i>Pleurobema pyriforme</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/4132</u> | Endangered |
| Purple Bankclimber (mussel) <i>Elliptoideus sloatianus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/7660</u> | Threatened |
| Shinyrayed Pocketbook <i>Lampsilis subangulata</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: https://ecos.fws.gov/ecp/species/6517 | Endangered |

| NAME | STATUS |
|--|------------|
| Michaux's Sumac <i>Rhus michauxii</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/5217</u> | Endangered |
| Smooth Coneflower Echinacea laevigata No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/3473 Ferns and Allies | Endangered |
| NAME | STATUS |
| Black Spored Quillwort Isoetes melanospora No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/6315</u> | Endangered |

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior

FISH AND WILDLIFE SERVICE South Carolina Ecological Services 176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 Phone: (843) 727-4707 Fax: (843) 727-4218 http://www.fws.gov/charleston/



In Reply Refer To: Consultation Code: 04ES1000-2020-SLI-0009 Event Code: 04ES1000-2020-E-00016 Project Name: ATL-Charlotte Light Rail - I-85 alternative

October 03, 2019

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/ eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 (843) 727-4707

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following offices, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Asheville Ecological Services Field Office

160 Zillicoa Street Asheville, NC 28801-1082 (828) 258-3939

Georgia Ecological Services Field Office

355 East Hancock Avenue Room 320 Athens, GA 30601 (706) 613-9493

Project Summary

| Consultation Code: | 04ES1000-2020-SLI-0009 | | | | | | |
|--------------------|---|--|--|--|--|--|--|
| Event Code: | 04ES1000-2020-E-00016 | | | | | | |
| Project Name: | ATL-Charlotte Light Rail - I-85 alternative | | | | | | |
| Project Type: | TRANSPORTATION | | | | | | |
| | | | | | | | |

Project Description: Review for Draft EIS of alternative routes for project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <u>https://www.google.com/maps/place/34.456293928771856N83.10250615438386W</u>



Counties: Banks, GA | Barrow, GA | Clayton, GA | DeKalb, GA | Franklin, GA | Fulton, GA | Gwinnett, GA | Hart, GA | Jackson, GA | Cleveland, NC | Gaston, NC | Mecklenburg, NC | Anderson, SC | Cherokee, SC | Greenville, SC | Oconee, SC | Spartanburg, SC

Endangered Species Act Species

There is a total of 13 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

| NAME | STATUS |
|--|--------------------------|
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/9045</u> | Threatened |
| Birds | |
| NAME | STATUS |
| Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/10477</u> | Proposed Threatened |
| Reptiles | |
| NAME | STATUS |
| Bog Turtle <i>Clemmys muhlenbergii</i> Population: U.S.A. (GA, NC, SC, TN, VA) | Similarity of Appearance |

No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/6962

(Threatened)

Flowering Plants

| NAME | STATUS |
|--|------------|
| Bunched Arrowhead Sagittaria fasciculata No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1720</u> | Endangered |
| Dwarf-flowered Heartleaf <i>Hexastylis naniflora</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/2458</u> | Threatened |
| Mountain Sweet Pitcher-plant Sarracenia rubra ssp. jonesii No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/4283</u> | Endangered |
| Persistent Trillium Trillium persistens No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3583</u> | Endangered |
| Small Whorled Pogonia <i>Isotria medeoloides</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1890</u> | Threatened |
| Smooth Coneflower <i>Echinacea laevigata</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3473</u> | Endangered |
| Swamp Pink <i>Helonias bullata</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/4333</u> | Threatened |
| White Fringeless Orchid <i>Platanthera integrilabia</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1889</u> | Threatened |
| White Irisette <i>Sisyrinchium dichotomum</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/8097</u> | Endangered |
| Lichens | |
| NAME | STATUS |

Rock Gnome Lichen *Gymnoderma lineare* No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3933</u> Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the <u>National Wildlife Refuge</u> system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described <u>below</u>.

- 1. The <u>Migratory Birds Treaty Act</u> of 1918.
- 2. The <u>Bald and Golden Eagle Protection Act</u> of 1940.
- 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the <u>USFWS</u> <u>Birds of Conservation Concern</u> (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ <u>below</u>. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the <u>E-bird data</u> <u>mapping tool</u> (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found <u>below</u>.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON |
|--|---------------------------|
| Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <u>https://ecos.fws.gov/ecp/species/1626</u> | Breeds Sep 1 to Jul 31 |
| Blue-winged Warbler <i>Vermivora pinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA | Breeds May 1 to Jun 30 |

| NAME | BREEDING SEASON |
|--|----------------------------|
| Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <u>https://ecos.fws.gov/ecp/species/2974</u> | Breeds Apr 28 to Jul 20 |
| Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Aug 20 |
| Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Jul 31 |
| Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 1 to Jul 31 |
| Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Sep 10 |
| Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds elsewhere |
| Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Aug 31 |

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

- 1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- 2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
- 3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (**–**)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

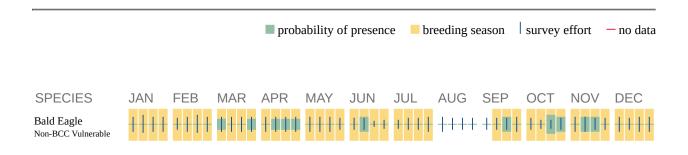
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



| SPECIES | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|------|------|--------|--------------|--------------|--------------|-----------------------|---------------|--------------|------|------|------|
| Blue-winged Warbler BCC - BCR | ++++ | ++++ | ++++ | +++ | ++++ | 1111 | ++++ | ++ 1 + | ++++ | ++++ | ++++ | ++++ |
| Cerulean Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ++++ | ++++ | | ++++ | ++++ | •+++ | ++++ | ++++ | ++++ |
| Eastern Whip-poor- will BCC Rangewide (CON) | ++++ | ++++ | ┼┼╪╪ | ₩ ₩++ | ┼┉┼┼ | ╂╂║╉ | ++++ | ┼┼┼┼ | ++++ | ++++ | ++++ | ++++ |
| Prairie Warbler BCC Rangewide (CON) | ++++ | ++++ | +++# | ┼║║╪ | ŧ++∎ | ┿₽ ┼┼ | <u></u> | ++++ | ┼┼║╡ | ++++ | ++++ | ++++ |
| Prothonotary Warbler BCC Rangewide (CON) | | ++++ | ++++++ | ┼┿≢≢ | ₽┼₽₱ | | | ++++ | ₩+++ | ++++ | ++++ | ++++ |
| Red-headed Woodpecker BCC Rangewide (CON) | | • | *** | ┿┿┿ ₿ | ∎∎∎ | ∳ ∳∎∎ | ∳ ┼ ∳ ∳ | ┼┼╪ | ∎ ‡‡≇ | ┼┼╪║ | ♥▋┼┼ | |
| Rusty Blackbird BCC Rangewide (CON) | ┼║┼║ | | | #+#+ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | | |
| Wood Thrush BCC Rangewide (CON) | ++++ | ++++ | ++++ | ┼┿┿║ | ₽ ┼┿┿ | ∳ ∳∎≉ | ∳ ┼┼ ∳ | ++++ | +++• | +#++ | ++++ | ++++ |

Additional information can be found using the following links:

- Birds of Conservation Concern <u>http://www.fws.gov/birds/management/managed-species/</u> <u>birds-of-conservation-concern.php</u>
- Measures for avoiding and minimizing impacts to birds <u>http://www.fws.gov/birds/</u> <u>management/project-assessment-tools-and-guidance/</u> <u>conservation-measures.php</u>
- Nationwide conservation measures for birds <u>http://www.fws.gov/migratorybirds/pdf/</u> management/nationwidestandardconservationmeasures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

<u>Nationwide Conservation Measures</u> describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. <u>Additional measures</u> and/or <u>permits</u> may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS <u>Birds of Conservation Concern</u> (<u>BCC</u>) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the <u>Avian</u> <u>Knowledge Network (AKN)</u>. The AKN data is based on a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u> and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (<u>Eagle Act</u> requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the <u>AKN Phenology Tool</u>.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the <u>Avian Knowledge Network (AKN)</u>. This data is derived from a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u>.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: <u>The Cornell Lab of Ornithology All About Birds Bird Guide</u>, or (if you are unsuccessful in locating the bird of interest there), the <u>Cornell Lab of Ornithology Neotropical Birds guide</u>. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

- 1. "BCC Rangewide" birds are <u>Birds of Conservation Concern</u> (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
- 2. "BCC BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the <u>Eagle Act</u> requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the <u>Northeast Ocean Data Portal</u>. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the <u>NOAA NCCOS Integrative Statistical</u> <u>Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf</u> project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the <u>Diving Bird Study</u> and the <u>nanotag studies</u> or contact <u>Caleb Spiegel</u> or <u>Pam Loring</u>.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to <u>obtain a permit</u> to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell

me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.



United States Department of the Interior

FISH AND WILDLIFE SERVICE Asheville Ecological Services Field Office 160 Zillicoa Street Asheville, NC 28801-1082 Phone: (828) 258-3939 Fax: (828) 258-5330 http://www.fws.gov/nc-es/es/countyfr.html



In Reply Refer To: Consultation Code: 04EN1000-2020-SLI-0005 Event Code: 04EN1000-2020-E-00017 Project Name: ATL-Charlotte Light Rail - I-85 alternative October 03, 2019

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. Although not required by section 7, many agencies request species lists to start the informal consultation process and begin their fulfillment of the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

This list, along with other helpful resources, is also available on the U.S. Fish and Wildlife Service (Service) Asheville Field Office's (AFO) website: <u>https://www.fws.gov/raleigh/species/cntylist/nc_counties.html</u>. The AFO website list includes "species of concern" species that could potentially be placed on the federal list of threatened and endangered species in the future. Also available are:

Design and Construction Recommendations https://www.fws.gov/asheville/htmls/project_review/Recommendations.html

Optimal Survey Times for Federally Listed Plants <u>https://www.fws.gov/nc-es/plant/plant_survey.html</u>

Northern long-eared bat Guidance <u>https://www.fws.gov/asheville/htmls/project_review/NLEB_in_WNC.html</u>

Predictive Habitat Model for Aquatic Species https://www.fws.gov/asheville/htmls/Maxent/Maxent.html

2

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could require modifications of these lists. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of the species lists should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website or the AFO website (the AFO website dates each county list with the day of the most recent update/change) at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list or by going to the AFO website.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a Biological Evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12 and on our office's website at https://www.fws.gov/asheville/htmls/project_review/assessment_guidance.html.

If a Federal agency (or their non-federal representative) determines, based on the Biological Assessment or Biological Evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species, and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF.

Though the bald eagle is no longer protected under the Endangered Species Act, please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require additional consultation (see https://www.fws.gov/southeast/our-services/permits/eagles/). Wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds (including bald and golden eagles) and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <u>http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers.htm</u>;

http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/ towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Asheville Ecological Services Field Office

160 Zillicoa Street Asheville, NC 28801-1082 (828) 258-3939

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following offices, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Georgia Ecological Services Field Office

355 East Hancock Avenue Room 320 Athens, GA 30601 (706) 613-9493

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 (843) 727-4707

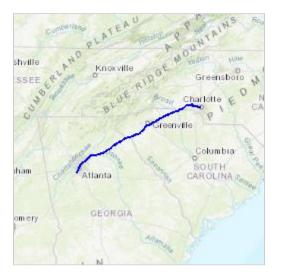
Project Summary

| Consultation Code: | 04EN1000-2020-SLI-0005 |
|--------------------|---|
| Event Code: | 04EN1000-2020-E-00017 |
| Project Name: | ATL-Charlotte Light Rail - I-85 alternative |
| Project Type: | TRANSPORTATION |
| | |

Project Description: Review for Draft EIS of alternative routes for project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <u>https://www.google.com/maps/place/34.456293928771856N83.10250615438386W</u>



Counties: Banks, GA | Barrow, GA | Clayton, GA | DeKalb, GA | Franklin, GA | Fulton, GA | Gwinnett, GA | Hart, GA | Jackson, GA | Cleveland, NC | Gaston, NC | Mecklenburg, NC | Anderson, SC | Cherokee, SC | Greenville, SC | Oconee, SC | Spartanburg, SC

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

| Carolina Heelsplitter Lasmigona decorata | Endangered |
|---|------------|
| NAME | STATUS |
| Clams | |
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/9045</u> | Threatened |
| NAME | STATUS |
| | CTATUC |

Carolina Heelsplitter *Lasmigona decorata* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/3534</u>

Flowering Plants

| NAME | STATUS |
|--|------------|
| Dwarf-flowered Heartleaf <i>Hexastylis naniflora</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/2458</u> | Threatened |
| Michaux's Sumac <i>Rhus michauxii</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/5217</u> | Endangered |
| Schweinitz's Sunflower Helianthus schweinitzii No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3849</u> | Endangered |
| Smooth Coneflower <i>Echinacea laevigata</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3473</u> | Endangered |

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described <u>below</u>.

- 1. The <u>Migratory Birds Treaty Act</u> of 1918.
- 2. The <u>Bald and Golden Eagle Protection Act</u> of 1940.
- 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the <u>USFWS</u> <u>Birds of Conservation Concern</u> (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ <u>below</u>. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the <u>E-bird data</u> <u>mapping tool</u> (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found <u>below</u>.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON |
|--|---------------------------|
| Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <u>https://ecos.fws.gov/ecp/species/1626</u> | Breeds Sep 1 to Jul 31 |
| Blue-winged Warbler <i>Vermivora pinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA | Breeds May 1 to Jun 30 |

| NAME | BREEDING SEASON |
|--|----------------------------|
| Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <u>https://ecos.fws.gov/ecp/species/2974</u> | Breeds Apr 28 to Jul 20 |
| Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Aug 20 |
| Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 20 to Aug 20 |
| Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Jul 31 |
| Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 1 to Jul 31 |
| Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Sep 10 |
| Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds elsewhere |
| Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Aug 31 |

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see

below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

- 1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- 2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
- 3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (=)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

| SPECIES | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|--------------|------|--------------|---------------------|---------------------------------|-------|------|------|--------------|---------------------------------|------|--------|
| Bald Eagle Non-BCC Vulnerable | *** 1 | ∎≢≢∔ | ₽ +∎₽ | +++‡ | ++++ | ++++ | ++++ | ∎+++ | ┼┇║┼ | $\left \right \left \right $ | ++++ | ·■∎‡‡ |
| Blue-winged Warbler BCC - BCR | ++++ | ++++ | ++++ | ┼┼║║ | | ++++ | ++++ | ++++ | + | ++++ | ++++ | +++++ |
| Cerulean Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ∎+∔ <mark>∳</mark> | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ |
| Eastern Whip-poor- will BCC Rangewide (CON) | ++ | | ++++ | + | 1 | | | | +-+- | + | | + |
| Kentucky Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | +∔ <mark>∳</mark> ∮ | + +∎+ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | -++++ |
| Prairie Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | +### | ¢†III | ++++ | ++++ | ++++ | +##+ | ++++ | ++++ | ++++ |
| Prothonotary Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ∎≢≢≢ | <u></u> | +111+ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ |
| Red-headed Woodpecker BCC Rangewide (CON) | | ₩₩₩₩ | | | ↓ ∎∎ | ++∎+ | ++++ | +∎∎+ | ∔ ∎∎∎ | ¢∐∎¢ | + | |
| Rusty Blackbird BCC Rangewide (CON) | | | | ┼╪╪┼ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | + | |
| Wood Thrush BCC Rangewide (CON) | ++++ | ++++ | ++++ | + | | | 111 | 1+++ | IŧII | II ++ | ++++ | • ++++ |

Additional information can be found using the following links:

- Birds of Conservation Concern <u>http://www.fws.gov/birds/management/managed-species/</u> <u>birds-of-conservation-concern.php</u>
- Measures for avoiding and minimizing impacts to birds <u>http://www.fws.gov/birds/</u> <u>management/project-assessment-tools-and-guidance/</u> <u>conservation-measures.php</u>
- Nationwide conservation measures for birds <u>http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf</u>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or

<u>permits</u> may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS <u>Birds of Conservation Concern</u> (<u>BCC</u>) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the <u>Avian</u> <u>Knowledge Network (AKN)</u>. The AKN data is based on a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u> and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (<u>Eagle Act</u> requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the <u>AKN Phenology Tool</u>.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the <u>Avian Knowledge Network (AKN</u>). This data is derived from a growing collection of <u>survey, banding, and citizen science datasets</u>.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: <u>The Cornell Lab</u> of <u>Ornithology All About Birds Bird Guide</u>, or (if you are unsuccessful in locating the bird of interest there), the <u>Cornell Lab of Ornithology Neotropical Birds guide</u>. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

- 1. "BCC Rangewide" birds are <u>Birds of Conservation Concern</u> (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
- 2. "BCC BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
- 3. "Non-BCC Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the <u>Eagle Act</u> requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the <u>Northeast Ocean Data Portal</u>. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the <u>NOAA NCCOS Integrative Statistical</u> <u>Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic</u> <u>Outer Continental Shelf</u> project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the <u>Diving Bird Study</u> and the <u>nanotag studies</u> or contact <u>Caleb Spiegel</u> or <u>Pam Loring</u>.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to <u>obtain a permit</u> to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In

contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to <u>NWI wetlands</u> and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local <u>U.S. Army Corps of Engineers District</u>.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- <u>PEM1Fh</u>
- <u>PEM1Ch</u>
- <u>PEM1Kx</u>

FRESHWATER FORESTED/SHRUB WETLAND

- <u>PFO1Ah</u>
- <u>PFO1C</u>
- PSS1Ah
- <u>PSS1Ch</u>
- PSS1Cx
- <u>PFO1A</u>
- <u>PSS1Fh</u>
- PFO1Ch
- <u>PSS1A</u>

FRESHWATER POND

- <u>PUBHh</u>
- <u>PUBHx</u>
- <u>PUBKx</u>
- <u>PUSCh</u>

LAKE

<u>L1UBHh</u>

RIVERINE

- <u>R2UBH</u>
- <u>R2UBHx</u>
- <u>R4SBC</u>
- <u>R5UBH</u>



United States Department of the Interior

FISH AND WILDLIFE SERVICE Georgia Ecological Services Field Office 355 East Hancock Avenue Room 320 Athens, GA 30601 Phone: (706) 613-9493 Fax: (706) 613-6059



In Reply Refer To: Consultation Code: 04EG1000-2020-SLI-0043 Event Code: 04EG1000-2020-E-00064 Project Name: ATL-Charlotte Light Rail - Crescent alternative October 03, 2019

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

This list identifies threatened, endangered, proposed and candidate species, as well as critical habitat, that may be affected by your proposed project. This list may change before your project is completed. Under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation.

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*). Projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html).

Wind energy projects should follow the wind energy guidelines http://www.fws.gov/windenergy/ for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts of communcation towers on migratory birds can be found under the "Bird Hazards" tab at: <u>www.fws.gov/migratorybirds</u>.

Attachment(s):

Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Georgia Ecological Services Field Office

355 East Hancock Avenue Room 320 Athens, GA 30601 (706) 613-9493

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following offices, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Asheville Ecological Services Field Office

160 Zillicoa Street Asheville, NC 28801-1082 (828) 258-3939

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 (843) 727-4707

Project Summary

| Consultation Code: | 04EG1000-2020-SLI-0043 |
|----------------------|---|
| Event Code: | 04EG1000-2020-E-00064 |
| Project Name: | ATL-Charlotte Light Rail - Crescent alternative |
| Project Type: | TRANSPORTATION |
| Project Description: | Review for Draft EIS of alternative routes for project. Co-use of Amtrak lines. |

Project Location:

Approximate location of the project can be viewed in Google Maps: <u>https://</u>www.google.com/maps/place/34.460951337672924N83.5794532355338W



Counties: Banks, GA | Clayton, GA | DeKalb, GA | Fulton, GA | Gwinnett, GA | Habersham, GA | Hall, GA | Stephens, GA | Cleveland, NC | Gaston, NC | Mecklenburg, NC | Cherokee, SC | Greenville, SC | Oconee, SC | Pickens, SC | Spartanburg, SC

Endangered Species Act Species

There is a total of 9 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

| NAME | STATUS |
|--|------------|
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/9045</u> | Threatened |
| Clams | |
| NAME | STATUS |
| Gulf Moccasinshell <i>Medionidus penicillatus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/7663</u> | Endangered |
| Oval Pigtoe <i>Pleurobema pyriforme</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/4132</u> | Endangered |
| Purple Bankclimber (mussel) <i>Elliptoideus sloatianus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/7660</u> | Threatened |
| Shinyrayed Pocketbook <i>Lampsilis subangulata</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/6517</u> | Endangered |

Flowering Plants

| NAME | STATUS |
|---|------------|
| Michaux's Sumac <i>Rhus michauxii</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/5217</u> | Endangered |
| Small Whorled Pogonia Isotria medeoloides No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1890</u> | Threatened |
| Smooth Coneflower Echinacea laevigata No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3473</u> | Endangered |
| White Fringeless Orchid <i>Platanthera integrilabia</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1889</u> | Threatened |

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior

FISH AND WILDLIFE SERVICE South Carolina Ecological Services 176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 Phone: (843) 727-4707 Fax: (843) 727-4218 http://www.fws.gov/charleston/



In Reply Refer To: Consultation Code: 04ES1000-2020-SLI-0010 Event Code: 04ES1000-2020-E-00018 Project Name: ATL-Charlotte Light Rail - Crescent alternative October 03, 2019

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/ eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/correntBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 (843) 727-4707

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following offices, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Asheville Ecological Services Field Office

160 Zillicoa Street Asheville, NC 28801-1082 (828) 258-3939

Georgia Ecological Services Field Office

355 East Hancock Avenue Room 320 Athens, GA 30601 (706) 613-9493

Project Summary

| Consultation Code: | 04ES1000-2020-SLI-0010 |
|----------------------|---|
| Event Code: | 04ES1000-2020-E-00018 |
| Project Name: | ATL-Charlotte Light Rail - Crescent alternative |
| Project Type: | TRANSPORTATION |
| Project Description: | Review for Draft EIS of alternative routes for project. Co-use of Amtrak lines. |

Project Location:

Approximate location of the project can be viewed in Google Maps: <u>https://</u>www.google.com/maps/place/34.460951337672924N83.5794532355338W



Counties: Banks, GA | Clayton, GA | DeKalb, GA | Fulton, GA | Gwinnett, GA | Habersham, GA | Hall, GA | Stephens, GA | Cleveland, NC | Gaston, NC | Mecklenburg, NC | Cherokee, SC | Greenville, SC | Oconee, SC | Pickens, SC | Spartanburg, SC

Endangered Species Act Species

There is a total of 12 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

| Bog Turtle Clemmys muhlenbergii | Similarity of |
|---|---------------|
| NAME | STATUS |
| Reptiles | |
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/9045</u> | Threatened |
| | |
| NAME | STATUS |

Population: U.S.A. (GA, NC, SC, TN, VA) No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/6962</u>

Appearance

(Threatened)

Flowering Plants

| NAME | STATUS |
|--|------------|
| Bunched Arrowhead Sagittaria fasciculata No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1720</u> | Endangered |
| Dwarf-flowered Heartleaf <i>Hexastylis naniflora</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/2458</u> | Threatened |
| Mountain Sweet Pitcher-plant Sarracenia rubra ssp. jonesii No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/4283</u> | Endangered |
| Persistent Trillium Trillium persistens No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3583</u> | Endangered |
| Small Whorled Pogonia <i>Isotria medeoloides</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1890</u> | Threatened |
| Smooth Coneflower <i>Echinacea laevigata</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3473</u> | Endangered |
| Swamp Pink <i>Helonias bullata</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/4333</u> | Threatened |
| White Fringeless Orchid <i>Platanthera integrilabia</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1889</u> | Threatened |
| White Irisette <i>Sisyrinchium dichotomum</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/8097</u> | Endangered |
| Lichens | |
| NAME | STATUS |

Rock Gnome Lichen *Gymnoderma lineare* No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3933</u> Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

USFWS National Wildlife Refuge Lands And Fish Hatcheries

Any activity proposed on lands managed by the <u>National Wildlife Refuge</u> system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described <u>below</u>.

- 1. The <u>Migratory Birds Treaty Act</u> of 1918.
- 2. The Bald and Golden Eagle Protection Act of 1940.
- 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the <u>USFWS</u> <u>Birds of Conservation Concern</u> (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ <u>below</u>. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the <u>E-bird data</u> <u>mapping tool</u> (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found <u>below</u>.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON |
|--|---------------------------|
| Bachman's Sparrow Aimophila aestivalis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6177 | Breeds May 1 to Sep 30 |
| Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <u>https://ecos.fws.gov/ecp/species/1626</u> | Breeds Sep 1 to Jul 31 |

| NAME | BREEDING SEASON |
|--|----------------------------|
| Blue-winged Warbler <i>Vermivora pinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA | Breeds May 1 to Jun 30 |
| Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <u>https://ecos.fws.gov/ecp/species/2974</u> | Breeds Apr 28 to Jul 20 |
| Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Aug 20 |
| Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 20 to Aug 20 |
| King Rail <i>Rallus elegans</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <u>https://ecos.fws.gov/ecp/species/8936</u> | Breeds May 1 to Sep 5 |
| Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Jul 31 |
| Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 1 to Jul 31 |
| Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Sep 10 |
| Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds elsewhere |
| Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Aug 31 |

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the

FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

- 1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- 2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
- 3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (=)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

| | | | | prob | ability o | f presenc | ce 📕 br | reeding s | eason | survey | effort | — no data |
|---|------|---------------|--------------|---------------------|--------------|----------------|--------------|---------------------------|--------------|--------|--------|-----------|
| | | | | | | | | | | | | |
| SPECIES | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
| Bachman's Sparrow BCC Rangewide (CON) | ++++ | ++++ | ++++ | ++++ | ++++ | -+ · | | | • • • • | | ++++ | - + + + |
| Bald Eagle Non-BCC Vulnerable | | | ++++ | ╂╂╪╉ | <u>+</u> +•+ | ┼┿∎┼ | | ++#+ | ∎∔∎∎ | +11+1 | 1+11+ | 11++ |
| Blue-winged Warbler BCC - BCR | ++++ | ++++ | ++++ | ┼┼╪╋ | ++++ | ++++ | ++++ | ++++ | ┼║┼║ | ++++ | ++++ | - ++++ |
| Cerulean Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ++∎ | +++ | ++++ | ++++ | ++++ | + ++ | ++++ | ++++ | - ++++ |
| Eastern Whip-poor- will BCC Rangewide (CON) | ++++ | ++++ | ┼┼ ╋₩ | *** | | ┼┿ॿ╡ | | +++ | ++++ | ++++ | ++++ | ++++ |
| Kentucky Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ++ <mark>+</mark> + | | ++++ | 1111 | +++ | +++# | ++++ | ++++ | - ++++ |
| King Rail BCC Rangewide (CON) | ++++ | ++++ | ++++ | ++++ | ++++ | | • • • • • | • • • | • • • • | | ++++ | - + + + |
| Prairie Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | # ### | | I II | ∳ ≢∳∤ | +++• | ┼┼╪₿ | ₩+++ | ++++ | - ++++ |
| Prothonotary Warbler BCC Rangewide (CON) | ++++ | ++++ | ┼┼╪┼ | ┼╪₿╪ | ↓↓ ↓ | ₽₽ ₽} | | ┼╪┼┼ | ● +++ | ++++ | ++++ | - ++++ |
| Red-headed Woodpecker BCC Rangewide (CON) | **** | U II++ | + ### | #### | | \$ † 11 | | | | | | |
| Rusty Blackbird BCC Rangewide (CON) | ┼┼┼╪ | ┼╋┼╋ | # +++ | #+#+ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | ++∎+ | • |
| Wood Thrush BCC Rangewide (CON) | ++++ | ++++ | ++++ | ┼╪╟║ | ₽ ₽₽₽ | | | ₽ ₽ 1 ₽ | ┼╪╪║ | | ++++ | - ++++ |

Additional information can be found using the following links:

- Birds of Conservation Concern <u>http://www.fws.gov/birds/management/managed-species/</u> <u>birds-of-conservation-concern.php</u>
- Measures for avoiding and minimizing impacts to birds <u>http://www.fws.gov/birds/</u> <u>management/project-assessment-tools-and-guidance/</u> <u>conservation-measures.php</u>
- Nationwide conservation measures for birds <u>http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf</u>

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

<u>Nationwide Conservation Measures</u> describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. <u>Additional measures</u> and/or <u>permits</u> may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS <u>Birds of Conservation Concern</u> (<u>BCC</u>) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the <u>Avian</u> <u>Knowledge Network (AKN)</u>. The AKN data is based on a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u> and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (<u>Eagle Act</u> requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the <u>AKN Phenology Tool</u>.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the <u>Avian Knowledge Network (AKN)</u>. This data is derived from a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u>.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: <u>The Cornell Lab</u> <u>of Ornithology All About Birds Bird Guide</u>, or (if you are unsuccessful in locating the bird of

interest there), the <u>Cornell Lab of Ornithology Neotropical Birds guide</u>. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

- 1. "BCC Rangewide" birds are <u>Birds of Conservation Concern</u> (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
- 2. "BCC BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
- 3. "Non-BCC Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the <u>Eagle Act</u> requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the <u>Northeast Ocean Data Portal</u>. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the <u>NOAA NCCOS Integrative Statistical</u> <u>Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic</u> <u>Outer Continental Shelf</u> project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the <u>Diving Bird Study</u> and the <u>nanotag studies</u> or contact <u>Caleb Spiegel</u> or <u>Pam Loring</u>.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to <u>obtain a permit</u> to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC

use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.



United States Department of the Interior

FISH AND WILDLIFE SERVICE Asheville Ecological Services Field Office 160 Zillicoa Street Asheville, NC 28801-1082 Phone: (828) 258-3939 Fax: (828) 258-5330 http://www.fws.gov/nc-es/es/countyfr.html



In Reply Refer To: Consultation Code: 04EN1000-2020-SLI-0007 Event Code: 04EN1000-2020-E-00021 Project Name: ATL-Charlotte Light Rail - Crescent alternative October 03, 2019

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. Although not required by section 7, many agencies request species lists to start the informal consultation process and begin their fulfillment of the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

This list, along with other helpful resources, is also available on the U.S. Fish and Wildlife Service (Service) Asheville Field Office's (AFO) website: <u>https://www.fws.gov/raleigh/species/cntylist/nc_counties.html</u>. The AFO website list includes "species of concern" species that could potentially be placed on the federal list of threatened and endangered species in the future. Also available are:

Design and Construction Recommendations https://www.fws.gov/asheville/htmls/project_review/Recommendations.html

Optimal Survey Times for Federally Listed Plants <u>https://www.fws.gov/nc-es/plant/plant_survey.html</u>

Northern long-eared bat Guidance <u>https://www.fws.gov/asheville/htmls/project_review/NLEB_in_WNC.html</u>

Predictive Habitat Model for Aquatic Species https://www.fws.gov/asheville/htmls/Maxent/Maxent.html

2

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could require modifications of these lists. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of the species lists should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website or the AFO website (the AFO website dates each county list with the day of the most recent update/change) at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list or by going to the AFO website.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a Biological Evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12 and on our office's website at https://www.fws.gov/asheville/htmls/project_review/assessment_guidance.html.

If a Federal agency (or their non-federal representative) determines, based on the Biological Assessment or Biological Evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species, and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF.

Though the bald eagle is no longer protected under the Endangered Species Act, please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require additional consultation (see https://www.fws.gov/southeast/our-services/permits/eagles/). Wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds (including bald and golden eagles) and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <u>http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers.htm</u>;

http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/ towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Asheville Ecological Services Field Office

160 Zillicoa Street Asheville, NC 28801-1082 (828) 258-3939

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following offices, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Georgia Ecological Services Field Office

355 East Hancock Avenue Room 320 Athens, GA 30601 (706) 613-9493

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 (843) 727-4707

Project Summary

| Consultation Code: | 04EN1000-2020-SLI-0007 |
|----------------------|---|
| Event Code: | 04EN1000-2020-E-00021 |
| Project Name: | ATL-Charlotte Light Rail - Crescent alternative |
| Project Type: | TRANSPORTATION |
| Project Description: | Review for Draft EIS of alternative routes for project. Co-use of Amtrak lines. |

Project Location:

Approximate location of the project can be viewed in Google Maps: <u>https://</u>www.google.com/maps/place/34.460951337672924N83.5794532355338W



Counties: Banks, GA | Clayton, GA | DeKalb, GA | Fulton, GA | Gwinnett, GA | Habersham, GA | Hall, GA | Stephens, GA | Cleveland, NC | Gaston, NC | Mecklenburg, NC | Cherokee, SC | Greenville, SC | Oconee, SC | Pickens, SC | Spartanburg, SC

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

| Carolina Heelsplitter Lasmigona decorata | Endangered |
|---|------------|
| NAME | STATUS |
| Clams | |
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/9045</u> | Threatened |
| | 51A105 |
| NAME | STATUS |

Carolina Heelsplitter *Lasmigona decorata* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/3534</u>

Flowering Plants

| NAME | STATUS |
|---|------------|
| Dwarf-flowered Heartleaf <i>Hexastylis naniflora</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/2458</u> | Threatened |
| Michaux's Sumac <i>Rhus michauxii</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/5217</u> | Endangered |
| Schweinitz's Sunflower <i>Helianthus schweinitzii</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3849</u> | Endangered |
| Smooth Coneflower <i>Echinacea laevigata</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3473</u> | Endangered |

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described <u>below</u>.

- 1. The <u>Migratory Birds Treaty Act</u> of 1918.
- 2. The <u>Bald and Golden Eagle Protection Act</u> of 1940.
- 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the <u>USFWS</u> <u>Birds of Conservation Concern</u> (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ <u>below</u>. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the <u>E-bird data</u> <u>mapping tool</u> (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found <u>below</u>.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON |
|--|---------------------------|
| Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <u>https://ecos.fws.gov/ecp/species/1626</u> | Breeds Sep 1 to Jul 31 |
| Blue-winged Warbler <i>Vermivora pinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA | Breeds May 1 to Jun 30 |

| NAME | BREEDING SEASON |
|--|----------------------------|
| Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <u>https://ecos.fws.gov/ecp/species/2974</u> | Breeds Apr 28 to Jul 20 |
| Eastern Whip-poor-will <i>Antrostomus vociferus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Aug 20 |
| Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 20 to Aug 20 |
| Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Jul 31 |
| Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 1 to Jul 31 |
| Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Sep 10 |
| Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds elsewhere |
| Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Aug 31 |

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see

below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

- 1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- 2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
- 3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (=)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

| SPECIES | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|--------------|------|--------------|--------------------|---------------------------------|-------|------|------|--------------|---------------------------------|------|------|
| Bald Eagle Non-BCC Vulnerable | + ++1 | ∎≢≢∔ | ₽ +∎₽ | +++‡ | ++++ | ++++ | ++++ | ∎+++ | ┼┇║┼ | $\left \right \left \right $ | ++++ | ■∎≢≢ |
| Blue-winged Warbler BCC - BCR | ++++ | ++++ | ++++ | ++ | | ++++ | ++++ | ++++ | + | ++++ | ++++ | ++++ |
| Cerulean Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ∎+∔ <mark>∳</mark> | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ |
| Eastern Whip-poor- will BCC Rangewide (CON) | | + | | | | | | | | | | |
| Kentucky Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ++ | + ∎ + | ++++ | 1111 | ++++ | ++++ | ++++ | ++++ | ++++ |
| Prairie Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | + | ++111 | ++++ | ++++ | ++++ | +##+ | ++++ | ++++ | ++++ |
| Prothonotary Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ∎┼∎≢ | <u></u> | +111+ | 1111 | ++++ | ++++ | ++++ | ++++ | ++++ |
| Red-headed Woodpecker BCC Rangewide (CON) | | ▋┿┿₽ | | | ↓ ∎∎ | ++∎+ | ++++ | +∎∎+ | <u>+1</u> 11 | ¢∐∎¢ | +111 | |
| Rusty Blackbird BCC Rangewide (CON) | | | | ┼╪╪┼ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | +[[] | |
| Wood Thrush BCC Rangewide (CON) | ++++ | ++++ | ++++ | +# |]]]]]]] | 111+ | 1111 | ∎┼┼≁ | 1411 | II ++ | ++++ | ++++ |

Additional information can be found using the following links:

- Birds of Conservation Concern <u>http://www.fws.gov/birds/management/managed-species/</u> <u>birds-of-conservation-concern.php</u>
- Measures for avoiding and minimizing impacts to birds <u>http://www.fws.gov/birds/</u> <u>management/project-assessment-tools-and-guidance/</u> <u>conservation-measures.php</u>
- Nationwide conservation measures for birds <u>http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf</u>

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures and/or

<u>permits</u> may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS <u>Birds of Conservation Concern</u> (<u>BCC</u>) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the <u>Avian</u> <u>Knowledge Network (AKN)</u>. The AKN data is based on a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u> and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (<u>Eagle Act</u> requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the <u>AKN Phenology Tool</u>.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the <u>Avian Knowledge Network (AKN</u>). This data is derived from a growing collection of <u>survey, banding, and citizen science datasets</u>.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: <u>The Cornell Lab</u> of <u>Ornithology All About Birds Bird Guide</u>, or (if you are unsuccessful in locating the bird of interest there), the <u>Cornell Lab of Ornithology Neotropical Birds guide</u>. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

- 1. "BCC Rangewide" birds are <u>Birds of Conservation Concern</u> (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
- 2. "BCC BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
- 3. "Non-BCC Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the <u>Eagle Act</u> requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the <u>Northeast Ocean Data Portal</u>. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the <u>NOAA NCCOS Integrative Statistical</u> <u>Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic</u> <u>Outer Continental Shelf</u> project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the <u>Diving Bird Study</u> and the <u>nanotag studies</u> or contact <u>Caleb Spiegel</u> or <u>Pam Loring</u>.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to <u>obtain a permit</u> to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In

contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to <u>NWI wetlands</u> and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local <u>U.S. Army Corps of Engineers District</u>.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- <u>PEM1Fh</u>
- <u>PEM1Ch</u>

FRESHWATER FORESTED/SHRUB WETLAND

- <u>PFO1Ah</u>
- <u>PFO1C</u>
- PSS1Ch
- <u>PFO1A</u>
- <u>PSS1Fh</u>
- PFO1Ch
- <u>PSS1A</u>

FRESHWATER POND

- <u>PUBHh</u>
- <u>PUBHx</u>
- <u>PUBKx</u>
- PUSAx
- <u>PUSCh</u>

LAKE

<u>L1UBHh</u>

RIVERINE

- <u>R4SBC</u>
- <u>R5UBH</u>
- <u>R2UBH</u>
- <u>R2UBHx</u>



United States Department of the Interior

FISH AND WILDLIFE SERVICE Georgia Ecological Services Field Office 355 East Hancock Avenue Room 320 Athens, GA 30601 Phone: (706) 613-9493 Fax: (706) 613-6059



In Reply Refer To: Consultation Code: 04EG1000-2020-SLI-0038 Event Code: 04EG1000-2020-E-00067 Project Name: ATL-Charlotte Light Rail - Greenfield alternative October 03, 2019

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

This list identifies threatened, endangered, proposed and candidate species, as well as critical habitat, that may be affected by your proposed project. This list may change before your project is completed. Under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this list should be verified after 90 days. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation.

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*). Projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html).

Wind energy projects should follow the wind energy guidelines http://www.fws.gov/windenergy/ for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts of communcation towers on migratory birds can be found under the "Bird Hazards" tab at: <u>www.fws.gov/migratorybirds</u>.

Attachment(s):

Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Georgia Ecological Services Field Office

355 East Hancock Avenue Room 320 Athens, GA 30601 (706) 613-9493

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following offices, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Asheville Ecological Services Field Office

160 Zillicoa Street Asheville, NC 28801-1082 (828) 258-3939

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 (843) 727-4707

Project Summary

| Consultation Code: | 04EG1000-2020-SLI-0038 |
|--------------------|---|
| Event Code: | 04EG1000-2020-E-00067 |
| Project Name: | ATL-Charlotte Light Rail - Greenfield alternative |
| Project Type: | TRANSPORTATION |
| | |

Project Description: Review for Draft EIS of alternative routes for project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <u>https://www.google.com/maps/place/34.43460289121052N82.58827868188004W</u>



Counties: Barrow, GA | Clarke, GA | Clayton, GA | DeKalb, GA | Elbert, GA | Fulton, GA | Gwinnett, GA | Hart, GA | Jackson, GA | Madison, GA | Gaston, NC | Mecklenburg, NC | Anderson, SC | Cherokee, SC | Greenville, SC | Laurens, SC | Spartanburg, SC | Union, SC | York, SC

Endangered Species Act Species

Species profile: https://ecos.fws.gov/ecp/species/5217

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Clams

| NAME | STATUS |
|--|------------|
| Gulf Moccasinshell <i>Medionidus penicillatus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/7663</u> | Endangered |
| Oval Pigtoe <i>Pleurobema pyriforme</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/4132</u> | Endangered |
| Purple Bankclimber (mussel) <i>Elliptoideus sloatianus</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/7660</u> | Threatened |
| Shinyrayed Pocketbook <i>Lampsilis subangulata</i> There is final critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/6517</u> | Endangered |
| Flowering Plants | |
| NAME | STATUS |
| Michaux's Sumac <i>Rhus michauxii</i> No critical habitat has been designated for this species. | Endangered |

Ferns and Allies

NAME

STATUS

Endangered

Black Spored Quillwort *Isoetes melanospora* No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/6315</u>

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.



United States Department of the Interior

FISH AND WILDLIFE SERVICE South Carolina Ecological Services 176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 Phone: (843) 727-4707 Fax: (843) 727-4218 http://www.fws.gov/charleston/



In Reply Refer To: Consultation Code: 04ES1000-2020-SLI-0008 Event Code: 04ES1000-2020-E-00019 Project Name: ATL-Charlotte Light Rail - Greenfield alternative October 03, 2019

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/ eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm; http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/correntBirdIssues/Hazards/towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- USFWS National Wildlife Refuges and Fish Hatcheries
- Migratory Birds

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 (843) 727-4707

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following offices, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Asheville Ecological Services Field Office

160 Zillicoa Street Asheville, NC 28801-1082 (828) 258-3939

Georgia Ecological Services Field Office

355 East Hancock Avenue Room 320 Athens, GA 30601 (706) 613-9493

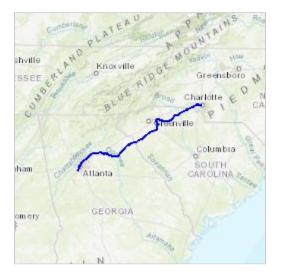
Project Summary

| Consultation Code: | 04ES1000-2020-SLI-0008 |
|--------------------|---|
| Event Code: | 04ES1000-2020-E-00019 |
| Project Name: | ATL-Charlotte Light Rail - Greenfield alternative |
| Project Type: | TRANSPORTATION |
| | |

Project Description: Review for Draft EIS of alternative routes for project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <u>https://www.google.com/maps/place/34.43460289121052N82.58827868188004W</u>



Counties: Barrow, GA | Clarke, GA | Clayton, GA | DeKalb, GA | Elbert, GA | Fulton, GA | Gwinnett, GA | Hart, GA | Jackson, GA | Madison, GA | Gaston, NC | Mecklenburg, NC | Anderson, SC | Cherokee, SC | Greenville, SC | Laurens, SC | Spartanburg, SC | Union, SC | York, SC

Endangered Species Act Species

There is a total of 16 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

| NAME | STATUS |
|--|------------------------|
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/9045</u> | Threatened |
| Birds | |
| NAME | STATUS |
| Eastern Black Rail <i>Laterallus jamaicensis ssp. jamaicensis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/10477</u> | Proposed Threatened |
| Red-cockaded Woodpecker <i>Picoides borealis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/7614</u> | Endangered |

| NAME | STATUS |
|---|---|
| Bog Turtle <i>Clemmys muhlenbergii</i> Population: U.S.A. (GA, NC, SC, TN, VA) No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/6962</u> | Similarity of Appearance (Threatened) |
| Clams | |

| NAME | STATUS |
|---|------------|
| Carolina Heelsplitter Lasmigona decorata | Endangered |
| There is final critical habitat for this species. Your location is outside the critical habitat. | 0 |
| Species profile: <u>https://ecos.fws.gov/ecp/species/3534</u> | |

Flowering Plants

| NAME | STATUS |
|--|------------|
| Bunched Arrowhead Sagittaria fasciculata No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1720</u> | Endangered |
| Dwarf-flowered Heartleaf <i>Hexastylis naniflora</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/2458</u> | Threatened |
| Little Amphianthus Amphianthus pusillus No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/6445</u> | Threatened |
| Mountain Sweet Pitcher-plant Sarracenia rubra ssp. jonesii No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/4283</u> | Endangered |
| Schweinitz's Sunflower <i>Helianthus schweinitzii</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3849</u> | Endangered |
| Small Whorled Pogonia <i>Isotria medeoloides</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1890</u> | Threatened |
| Smooth Coneflower <i>Echinacea laevigata</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3473</u> | Endangered |
| Swamp Pink <i>Helonias bullata</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/4333</u> | Threatened |
| White Fringeless Orchid <i>Platanthera integrilabia</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/1889</u> | Threatened |
| White Irisette <i>Sisyrinchium dichotomum</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/8097</u> | Endangered |
| Lichens | |

| 1 | NAME |
|---|---|
|] | Rock Gnome Lichen <i>Gymnoderma lineare</i> |
| | No critical habitat has been designated for this species. |

Species profile: <u>https://ecos.fws.gov/ecp/species/3933</u>

STATUS

Endangered

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Any activity proposed on lands managed by the <u>National Wildlife Refuge</u> system must undergo a 'Compatibility Determination' conducted by the Refuge. Please contact the individual Refuges to discuss any questions or concerns.

THERE ARE NO REFUGE LANDS OR FISH HATCHERIES WITHIN YOUR PROJECT AREA.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described <u>below</u>.

- 1. The <u>Migratory Birds Treaty Act</u> of 1918.
- 2. The Bald and Golden Eagle Protection Act of 1940.
- 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the <u>USFWS</u> <u>Birds of Conservation Concern</u> (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ <u>below</u>. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the <u>E-bird data</u> <u>mapping tool</u> (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found <u>below</u>.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON | |
|--|---------------------------|--|
| Bachman's Sparrow Aimophila aestivalis This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. https://ecos.fws.gov/ecp/species/6177 | Breeds May 1 to Sep 30 | |
| Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <u>https://ecos.fws.gov/ecp/species/1626</u> | Breeds Sep 1 to Jul 31 | |

| NAME | BREEDING SEASON |
|--|----------------------------|
| Blue-winged Warbler <i>Vermivora pinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA | Breeds May 1 to Jun 30 |
| Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <u>https://ecos.fws.gov/ecp/species/2974</u> | Breeds Apr 28 to Jul 20 |
| Eastern Whip-poor-will Antrostomus vociferus This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Aug 20 |
| Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 20 to Aug 20 |
| Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Jul 31 |
| Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 1 to Jul 31 |
| Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Sep 10 |
| Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds elsewhere |
| Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Aug 31 |

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence ()

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

- 1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- 2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
- 3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (=)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (-)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.

| SPECIES | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|--------------|-------------|----------------|--------------|---------------|--------------|----------------------------|--------------|------------------------|-----------|--------|------|
| Bachman's Sparrow BCC Rangewide (CON) | | | + | ++ | •• | · • • · | | | | ++ | | |
| Bald Eagle Non-BCC Vulnerable | ÷∎∔∎ | ╋ | +++ | ++++ | 1+++ | ++++ | ++++ | ++++ | · + <mark>+ 1</mark> + | +++ | +11+ | +++ |
| Blue-winged Warbler BCC - BCR | ++++ | - + + + + | . + + + + | ┼║┼║ | ++++ | ++++ | ++++ | ++++ | · + + | - ++++ | - ++++ | ++++ |
| Cerulean Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ++++ | I +++ | | ++++ | ++++ | • +++ | - + + + + | ++++ | ++++ |
| Eastern Whip-poor- will BCC Rangewide (CON) | ++++ | - + + + + + | ++# | ¢¦¢∎ | ++ | ┼╪┼┼ | ++++ | ++++ | ++#+ | - + + + + | ++++ | ++++ |
| Kentucky Warbler BCC Rangewide (CON) | | ++ | | + 1 1 | +1 | +¢∎∎ | 1 | | - + + | - + + + + | | |
| Prairie Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | **** | ∳ ┼┼∎ | ₽₽ ++ | | ++++ | ++## | ++ + | ++++ | ++++ |
| Prothonotary Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ┼₿╪║ | ¢∎+¢ | ┼╪┓┨┼ | ++++ | ++++ | | - + + + + | ++++ | ++++ |
| Red-headed Woodpecker BCC Rangewide (CON) | # +## | I +₩₩+ | • ## +# | ₩ ┼┼₩ | ↓ ┼₽Ⅱ | ↓ ↓∎↓ | <u></u> | ↓ +++ | <mark>┼┼</mark> ╇┤ | · #+#I | ┼빠┼┼ | +** |
| Rusty Blackbird BCC Rangewide (CON) | ₩ ₩+₩ | + | ₩++₩ | ∎ +++ | ++++ | ++++ | ++++ | ++++ | ++++ | - + + + + | + | ∎∎∎+ |
| Wood Thrush BCC Rangewide (CON) | ++++ | ++++ | ++++ | ┼║║║ | 11+I | † †∎‡ | | ++++ | +++ | +###+ | ++++ | ++++ |

Additional information can be found using the following links:

- Birds of Conservation Concern <u>http://www.fws.gov/birds/management/managed-species/</u> <u>birds-of-conservation-concern.php</u>
- Measures for avoiding and minimizing impacts to birds <u>http://www.fws.gov/birds/</u> <u>management/project-assessment-tools-and-guidance/</u> <u>conservation-measures.php</u>
- Nationwide conservation measures for birds <u>http://www.fws.gov/migratorybirds/pdf/</u> management/nationwidestandardconservationmeasures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

<u>Nationwide Conservation Measures</u> describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. <u>Additional measures</u> and/or <u>permits</u> may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS <u>Birds of Conservation Concern</u> (<u>BCC</u>) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the <u>Avian</u> <u>Knowledge Network (AKN)</u>. The AKN data is based on a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u> and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (<u>Eagle Act</u> requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the <u>AKN Phenology Tool</u>.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the <u>Avian Knowledge Network (AKN</u>). This data is derived from a growing collection of <u>survey, banding, and citizen science datasets</u>.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: <u>The Cornell Lab of Ornithology All About Birds Bird Guide</u>, or (if you are unsuccessful in locating the bird of interest there), the <u>Cornell Lab of Ornithology Neotropical Birds guide</u>. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

- 1. "BCC Rangewide" birds are <u>Birds of Conservation Concern</u> (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
- 2. "BCC BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
- 3. "Non-BCC Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the <u>Eagle Act</u> requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the <u>Northeast Ocean Data Portal</u>. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the <u>NOAA NCCOS Integrative Statistical</u> <u>Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic</u> <u>Outer Continental Shelf</u> project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the <u>Diving Bird Study</u> and the <u>nanotag studies</u> or contact <u>Caleb Spiegel</u> or <u>Pam Loring</u>.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to <u>obtain a permit</u> to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In



United States Department of the Interior

FISH AND WILDLIFE SERVICE Asheville Ecological Services Field Office 160 Zillicoa Street Asheville, NC 28801-1082 Phone: (828) 258-3939 Fax: (828) 258-5330 http://www.fws.gov/nc-es/es/countyfr.html



In Reply Refer To: Consultation Code: 04EN1000-2020-SLI-0004 Event Code: 04EN1000-2020-E-00022 Project Name: ATL-Charlotte Light Rail - Greenfield alternative October 03, 2019

Subject: Updated list of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. Although not required by section 7, many agencies request species lists to start the informal consultation process and begin their fulfillment of the requirements under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

This list, along with other helpful resources, is also available on the U.S. Fish and Wildlife Service (Service) Asheville Field Office's (AFO) website: <u>https://www.fws.gov/raleigh/species/cntylist/nc_counties.html</u>. The AFO website list includes "species of concern" species that could potentially be placed on the federal list of threatened and endangered species in the future. Also available are:

Design and Construction Recommendations https://www.fws.gov/asheville/htmls/project_review/Recommendations.html

Optimal Survey Times for Federally Listed Plants <u>https://www.fws.gov/nc-es/plant/plant_survey.html</u>

Northern long-eared bat Guidance <u>https://www.fws.gov/asheville/htmls/project_review/NLEB_in_WNC.html</u>

Predictive Habitat Model for Aquatic Species https://www.fws.gov/asheville/htmls/Maxent/Maxent.html

2

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could require modifications of these lists. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of the species lists should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website or the AFO website (the AFO website dates each county list with the day of the most recent update/change) at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list or by going to the AFO website.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2) (c)). For projects other than major construction activities, the Service suggests that a Biological Evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12 and on our office's website at https://www.fws.gov/asheville/htmls/project_review/assessment_guidance.html.

If a Federal agency (or their non-federal representative) determines, based on the Biological Assessment or Biological Evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species, and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at: http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF.

Though the bald eagle is no longer protected under the Endangered Species Act, please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require additional consultation (see https://www.fws.gov/southeast/our-services/permits/eagles/). Wind energy projects should follow the wind energy guidelines (http://www.fws.gov/windenergy/) for minimizing impacts to migratory birds (including bald and golden eagles) and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <u>http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers.htm;</u>

http://www.towerkill.com; and http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/ towers/comtow.html.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Asheville Ecological Services Field Office

160 Zillicoa Street Asheville, NC 28801-1082 (828) 258-3939

This project's location is within the jurisdiction of multiple offices. Expect additional species list documents from the following offices, and expect that the species and critical habitats in each document reflect only those that fall in the office's jurisdiction:

Georgia Ecological Services Field Office

355 East Hancock Avenue Room 320 Athens, GA 30601 (706) 613-9493

South Carolina Ecological Services

176 Croghan Spur Road, Suite 200 Charleston, SC 29407-7558 (843) 727-4707

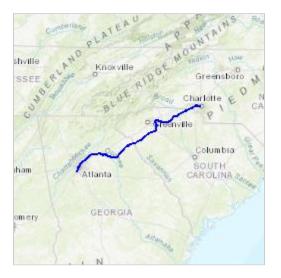
Project Summary

| Consultation Code: | 04EN1000-2020-SLI-0004 | | | | | |
|--------------------|---|--|--|--|--|--|
| Event Code: | 04EN1000-2020-E-00022 | | | | | |
| Project Name: | ATL-Charlotte Light Rail - Greenfield alternative | | | | | |
| Project Type: | TRANSPORTATION | | | | | |
| | | | | | | |

Project Description: Review for Draft EIS of alternative routes for project.

Project Location:

Approximate location of the project can be viewed in Google Maps: <u>https://www.google.com/maps/place/34.43460289121052N82.58827868188004W</u>



Counties: Barrow, GA | Clarke, GA | Clayton, GA | DeKalb, GA | Elbert, GA | Fulton, GA | Gwinnett, GA | Hart, GA | Jackson, GA | Madison, GA | Gaston, NC | Mecklenburg, NC | Anderson, SC | Cherokee, SC | Greenville, SC | Laurens, SC | Spartanburg, SC | Union, SC | York, SC

Endangered Species Act Species

There is a total of 6 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries¹, as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

1. <u>NOAA Fisheries</u>, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

| Carolina Heelsplitter Lasmigona decorata | Endangered |
|---|------------|
| NAME | STATUS |
| Clams | |
| Northern Long-eared Bat <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/9045</u> | Threatened |
| | 314103 |
| NAME | STATUS |

Carolina Heelsplitter *Lasmigona decorata* There is **final** critical habitat for this species. Your location is outside the critical habitat. Species profile: <u>https://ecos.fws.gov/ecp/species/3534</u>

Flowering Plants

| NAME | STATUS |
|---|------------|
| Dwarf-flowered Heartleaf <i>Hexastylis naniflora</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/2458</u> | Threatened |
| Michaux's Sumac <i>Rhus michauxii</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/5217</u> | Endangered |
| Schweinitz's Sunflower <i>Helianthus schweinitzii</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3849</u> | Endangered |
| Smooth Coneflower <i>Echinacea laevigata</i> No critical habitat has been designated for this species. Species profile: <u>https://ecos.fws.gov/ecp/species/3473</u> | Endangered |

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act¹ and the Bald and Golden Eagle Protection Act².

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described <u>below</u>.

- 1. The <u>Migratory Birds Treaty Act</u> of 1918.
- 2. The <u>Bald and Golden Eagle Protection Act</u> of 1940.
- 3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the <u>USFWS</u> <u>Birds of Conservation Concern</u> (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ <u>below</u>. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the <u>E-bird data</u> <u>mapping tool</u> (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found <u>below</u>.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

| NAME | BREEDING SEASON |
|--|---------------------------|
| Bald Eagle Haliaeetus leucocephalus This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. <u>https://ecos.fws.gov/ecp/species/1626</u> | Breeds Sep 1 to Jul 31 |
| Blue-winged Warbler <i>Vermivora pinus</i> This is a Bird of Conservation Concern (BCC) only in particular Bird Conservation Regions (BCRs) in the continental USA | Breeds May 1 to Jun 30 |

| NAME | BREEDING SEASON |
|--|----------------------------|
| Cerulean Warbler <i>Dendroica cerulea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. <u>https://ecos.fws.gov/ecp/species/2974</u> | Breeds Apr 28 to Jul 20 |
| Kentucky Warbler <i>Oporornis formosus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 20 to Aug 20 |
| Prairie Warbler <i>Dendroica discolor</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 1 to Jul 31 |
| Prothonotary Warbler <i>Protonotaria citrea</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds Apr 1 to Jul 31 |
| Red-headed Woodpecker <i>Melanerpes erythrocephalus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Sep 10 |
| Rusty Blackbird <i>Euphagus carolinus</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds elsewhere |
| Wood Thrush <i>Hylocichla mustelina</i> This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska. | Breeds May 10 to Aug 31 |

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

- 1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
- 2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
- 3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (=)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort ()

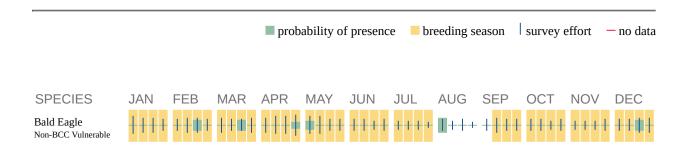
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



| SPECIES | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC |
|---|--------------|------|------|-----------|----------------------|------|------|------|--------------------|------|-------|------|
| Blue-winged Warbler BCC - BCR | ++++ | ++++ | ++++ | ++ | ↓ + + + | ++++ | ++++ | ++++ | + | ++++ | ++++ | ++++ |
| Cerulean Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ∎+∔ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ |
| Kentucky Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | ++ | ┼┼∎┼ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ |
| Prairie Warbler BCC Rangewide (CON) | ++++ | ++++ | ++++ | + | ‡ ₽∎+ | ++++ | ++++ | ++++ | +# # + | ++++ | ++++ | ++++ |
| Prothonotary Warbler BCC Rangewide (CON) | | ++++ | ++++ | ┼┼╋╇ | ┼┼┇┼ | ++++ | 1111 | ++++ | ++++ | ++++ | ++++ | ++++ |
| Red-headed Woodpecker BCC Rangewide (CON) | | | +11 | I I I I I | + <mark>+</mark> 111 | ++1+ | ++++ | +11+ | <mark>∎∔</mark> +∎ | 1+11 | + + | |
| Rusty Blackbird BCC Rangewide (CON) | ₩ ₩++ | + | | ∎¢¢† | ++++ | ++++ | ++++ | ++++ | ++++ | ++++ | + | III# |
| Wood Thrush BCC Rangewide (CON) | ++++ | ++++ | ++++ | +# | 1111 | 11++ | 111 | 1+++ | ItII | 111+ | ++++ | ++++ |

Additional information can be found using the following links:

- Birds of Conservation Concern <u>http://www.fws.gov/birds/management/managed-species/</u> <u>birds-of-conservation-concern.php</u>
- Measures for avoiding and minimizing impacts to birds <u>http://www.fws.gov/birds/</u> <u>management/project-assessment-tools-and-guidance/</u> <u>conservation-measures.php</u>
- Nationwide conservation measures for birds <u>http://www.fws.gov/migratorybirds/pdf/</u> management/nationwidestandardconservationmeasures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

<u>Nationwide Conservation Measures</u> describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. <u>Additional measures</u> and/or <u>permits</u> may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS <u>Birds of Conservation Concern</u> (<u>BCC</u>) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the <u>Avian</u> <u>Knowledge Network (AKN)</u>. The AKN data is based on a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u> and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (<u>Eagle Act</u> requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the <u>AKN Phenology Tool</u>.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?

The probability of presence graphs associated with your migratory bird list are based on data provided by the <u>Avian Knowledge Network (AKN)</u>. This data is derived from a growing collection of <u>survey</u>, <u>banding</u>, <u>and citizen science datasets</u>.

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?

To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: <u>The Cornell Lab of Ornithology All About Birds Bird Guide</u>, or (if you are unsuccessful in locating the bird of interest there), the <u>Cornell Lab of Ornithology Neotropical Birds guide</u>. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?

Migratory birds delivered through IPaC fall into the following distinct categories of concern:

- 1. "BCC Rangewide" birds are <u>Birds of Conservation Concern</u> (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
- 2. "BCC BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and

3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the <u>Eagle Act</u> requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the <u>Northeast Ocean Data Portal</u>. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the <u>NOAA NCCOS Integrative Statistical</u> <u>Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf</u> project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the <u>Diving Bird Study</u> and the <u>nanotag studies</u> or contact <u>Caleb Spiegel</u> or <u>Pam Loring</u>.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to <u>obtain a permit</u> to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell

me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to <u>NWI wetlands</u> and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local <u>U.S. Army Corps of Engineers District</u>.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

FRESHWATER EMERGENT WETLAND

- <u>PEM1Fh</u>
- <u>PEM1Ch</u>

FRESHWATER FORESTED/SHRUB WETLAND

- <u>PSS1Ch</u>
- <u>PFO1A</u>
- <u>PSS1Fh</u>
- PFO1Ch
- <u>PFO1C</u>
- <u>PSS1A</u>
- <u>PSS1/3A</u>
- PFO1Ah
- <u>PSS1C</u>

FRESHWATER POND

- <u>PUBHh</u>
- <u>PUSCh</u>
- <u>PUBHx</u>

LAKE

- <u>L1UBHh</u>
- <u>L2USCh</u>

RIVERINE

- <u>R5UBH</u>
- <u>R2UBH</u>
- <u>R4SBC</u>
- <u>R2UBHx</u>
- <u>R4SBA</u>

contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.



U.S. Department of Transportation

Federal Highway Administration **Georgia Division**

October 21, 2019

61 Forsyth Street S.W. Suite 17T100 Atlanta, Georgia 30303 Phone 404-562-3630 Fax 404-562-3450 Georgia.fhwa@fhwa.dot.gov

> In Reply Refer To: HDA-GA

Russell R. McMurry, P.E., Commissioner Georgia Department of Transportation One Georgia Center 600 West Peachtree Street, NW Atlanta, GA 30308

Dear Commissioner McMurry:

Thank you for providing us an opportunity to review the September 20, 2019 Tier One Draft Environmental Impact Statement for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan. We have no comments at this time. Please include our agency as you continue to refine the plans for this project.

Sincerely,

Katy Willer, P.E.

Moises Marrero Division Administrator 2. STATE GOVERNMENT AGENCY COMMENTS



May 29, 2020

Kaycee Mertz, Project Manager Division of Intermodal Georgia Department of Transportation One Georgia Center - 600 West Peachtree NW Atlanta, Georgia. 30308

RE: Atlanta - Charlotte Passenger Rail Investment Plan Tier 1 Draft EIS

Dear Ms. Mertz:

On behalf of the South Carolina Department of Transportation (SCDOT), please accept our appreciation and support for the efforts of the Georgia Department of Transportation (GDOT) in completing the Tier 1 Environmental Impact Statement (EIS) and Passenger Rail Corridor Investment Plan for the Atlanta – Charlotte Passenger Rail Corridor. This effort truly represents a collaborative, multistate partnership between our agencies and the North Carolina Department of Transportation (NCDOT), as demonstrated by the significant amount of public participation in each state.

SCDOT concurs with the decision of GDOT to select three route alternatives to advance for further evaluation in the Tier 1 EIS, out of the six route alternatives under initial consideration. Given that the Southern Crescent Corridor had the highest potential impact in five categories, and given the significant construction currently underway along the I-85 Corridor in South Carolina that would add highway capacity and reduce available right-of-way, SCDOT concurs with the identification of the Greenfield Corridor as the Preferred Corridor Alternative, and the decision to begin the process for identifying potential funding sources for future phases of this project.

Thank you again specifically for your efforts and those of GDOT in completing the Tier 1 EIS and Passenger Rail Corridor Investment Plan for the Atlanta – Charlotte Passenger Rail Corridor. Please let me know if you have any questions or need additional information.

Sincerely,

Christy A. Hall, P.E. Secretary of Transportation

CAH:dwf File: OPT/dwf

Post Office Box 191 955 Park Street, Room 309 Columbia, SC 29202-0191



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STATE OF NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

ROY COOPER GOVERNOR J. ERIC BOYETTE SECRETARY

April 15, 2020

Ms. Kaycee Mertz Intermodal Planning and Environmental Manager Division of Intermodal Georgia Department of Transportation 600 West Peachtree Street Atlanta, Georgia 30308

Dear Ms. Mertz:

Thank you for your continued coordination with the North Carolina Department of Transportation Rail Division on the Atlanta to Charlotte Tier 1 Draft Environmental Impact Statement (DEIS). As you are aware, NCDOT provided comments during our conference call held on January 10, 2020. Additional comments in this letter are intended to supplement those previously provided.

As we understand, the Georgia Department of Transportation (GDOT) and South Carolina Department of Transportation (SCDOT) both support the Greenfield Alignment as the preferred alternative. NCDOT concurs with the Greenfield Alignment as the preferred alternative, provided additional studies are conducted as a part of the Tier 2 NEPA process to determine how the Greenfield Alignment can best access the Charlotte / Metrolina region.

If you have any questions, or would like to discuss this in more detail, please either contact Eddie McFalls at <u>ebmcfalls@ncdot.gov</u> (919) 707-4727 or me at <u>jorthner@ncdot.gov</u> (919) 707-4714.

Sincerely,

DocuSigned by: Jason T. Orthner

Jason Orthner, PE Rail Director

cc: Julie White, Deputy Secretary for Multi-Modal Transportation James Bridges, PE, Manager, Planning and Development Branch Eddie McFalls, PE, Planning Consultant, Planning and Development Branch

Telephone: 919-707-4700 Fax: 919-715-6580 Customer Service: 1-877-368-4968 *Location:* 1 S. WILMINGTON STREET RALEIGH, NC 27601

Website: ncdot.gov

South Carolina Department of Natural Resources



1000 Assembly Street Suite 336 PO Box 167 Columbia, SC 29202 803.734.3282 mixong@dnr.sc.gov

Robert H. Boyles, Jr. Interim Director Lorianne Riggin Director, Office of Environmental Programs

November 4, 2019

Kaycee Mertz, Project Manager Division of Intermodal Georgia Department of Transportation One Georgia Center – 600 West Peachtree NW Atlanta, Georgia 30308

Electronic submission

RE: Atlanta-Charlotte Passenger Rail Corridor Investment Plan Draft Tier 1 Environmental Impact Statement

Dear Ms. Mertz,

Personnel with the South Carolina Department of Natural Resources (SCDNR) have reviewed the Draft Tier 1 Environmental Impact Statement (DEIS) for the proposed project and offer the following comments.

Project Description

The United States Department of Transportation - Federal Railroad Administration (USDOT-FRA) in cooperation with the Georgia Department of Transportation (GDOT) is preparing a DEIS for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan. The purpose of the project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity and improving trip time and reliability through highspeed passenger rail services. GDOT has selected three build alternatives and a no-build alternative for further evaluation in the Tier 1 EIS process. The Southern Crescent Alternative is a 268-mile route that primarily follows the existing Norfolk Southern right-of-way (ROW) across South Carolina. The Interstate 85 Alternative is 255-miles in length and is located primarily within the Interstate 85 ROW. The Greenfield Corridor Alternative is a 274-mile route primarily located on a new alignment across the state.

Agency Comments

The environmental impacts associated with the construction of major railways and associated facilities can be substantial. Impacts associated with rail corridor construction include habitat loss and fragmentation, increased impervious surfaces, loss of wetlands and prime farmland, stormwater runoff and wildlife mortality resulting from collisions. An adequate evaluation of the environmental consequences of rail projects requires consideration for the direct, indirect and

cumulative impacts of project activities as well as a comprehensive review of all alternative alignments and other means for avoiding and minimizing project impacts.

The three proposed build alternatives will each cross six major river watersheds in the Piedmont ecoregion of South Carolina. This includes the Savannah, Saluda, Enoree, Tyger, Pacolet and Broad Rivers as well as numerous tributaries, wetlands and riparian areas. The proposed Southern Crescent and Interstate 85 alternatives will also cross Lake Hartwell at multiple locations. SCDNR is particularly concerned that the proposed Greenfield alternative will cross both an existing mitigation bank and a proposed mitigation bank as indicated in Appendix A, Part 7 (Greenfield Corridor Alternative and NS Approach Map Book). Portions of the existing Big Generostee Creek Mitigation Bank are located in the project corridor near SC Highway 187 in Anderson County as shown on page 26 of 55. The project corridor crosses the proposed Minkum Creek Mitigation Bank including the main stem and several tributaries of Minkum Creek in Cherokee County as shown on page 45 of 55. For more information regarding potential impacts to these mitigation banks as well as to jurisdictional streams and wetlands, please consult with the Charleston District of the U.S. Army Corps of Engineers.

The Greenfield alternative will cross the Broad Scenic River Corridor as shown on page 46 of 55 in the corridor map book referenced above. This crossing is approximately one-half mile downstream of the 99 Islands Dam on the Broad River. A 15-mile segment of the Broad River between Cherokee and York counties was designated a State Scenic River in May 1991 by the South Carolina General Assembly. The designation extends from Ninety-Nine Islands Dam to the confluence with the Pacolet River. The Broad Scenic River presents an undeveloped riverfront of Piedmont forests and pasturelands. The riparian forest is home to diverse plant and animal life. Eagles, ospreys, and other birds frequent the river corridor. The area surrounding the river is rich with historical features including Smith's ford and Native American fish traps. More information is available on South Carolina's designated scenic rivers at http://www.dnr.sc.gov/water/river/index.html.

The DEIS states that preliminary data indicates suitable habitat potentially occurs within the screening area counties for multiple protected species that are federally listed and/or listed by the states. These species are listed by county in Exhibits 3.10-4 through 3.10-12. South Carolina also maintains records of State Wildlife Action Plan (SWAP) species. SWAP species are those species of greatest conservation need not traditionally covered under any federally funded programs. Species are listed in the SWAP because they are rare or designated as at-risk due to knowledge deficiencies; species common in South Carolina but listed rare or declining elsewhere; or species that serve as indicators of detrimental environmental conditions. More information is available on South Carolina SWAP species at http://dnr.sc.gov/swap/species2015.html.

All the proposed build corridors will involve work in areas designated as prime farmland and farmlands of statewide importance. The Greenfield alternative appears to involve large areas of prime farmland. Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, forage, fiber, and oilseed crops. It has the soil quality, growing season, and moisture supply needed to produce economically sustained high yields of crops when treated and managed according to acceptable farming methods. SCDNR recommends that impacts to prime farmland be avoided where practicable and that unavoidable impacts be minimized. We recommend that consultation occur with the U.S. Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) per the Farmland Protection Policy Act.

SCDNR recommends that the following guidelines be considered in the development of a Tier 2 EIS and in future project planning efforts.

- Railway routes should utilize existing disturbance corridors where practicable to avoid and minimize impacts to wetlands, streams and waterbodies and limit habitat fragmentation.
- All crossings of wetlands, streams and waterbodies must be made with appropriately sized bridges and/or culverts. The use of bridging should be maximized.
- Structures crossing navigable waters should be designed to provide adequate clearance for commercial and pleasure craft. All structures should allow for the unimpeded passage of migrating fishes and other wildlife and designed to prevent alteration of the natural stream morphology.
- SCDNR prefers that arched or bottomless culverts are utilized; however, if using boxed culverts or pipes, the bottom elevation of the culvert or pipe must be at or below the stream bed elevation to allow for natural migration of aquatic organisms up- and downstream.
- Where feasible, disturbed river and stream banks and lake shoreline areas should be restored by using bioengineering techniques for stabilization.
- The use of existing fill areas or embankments for causeways or access roads should be maximized. To the maximum extent possible, median and right-of- way widths should be reduced to minimize impacts to wetlands and streams.
- A thorough review of impacts related to the construction of access roads should include potential impacts resulting from development of the land parcel to be accessed. Secondary development stemming from access road construction could result in additional impacts to wetland and stream systems and inhabiting wildlife and should be considered in the overall review of the project.
- Care should be taken in the design of railways and associated structures to minimize direct drainage of runoff into adjacent water bodies. Stormwater management techniques such as grassed swales, vegetative buffers or retention/detention basins should be implemented during construction and upon project completion. Embankments should be stabilized to minimize erosion and water quality degradation.
- Review of railway projects should consider the impacts on locally designated scenic highways and on other aesthetic considerations (e.g., enhancement and protection of scenic vista and preservation of unique tree canopies and other natural areas).
- Access to streams, rivers, wetlands and other aquatic habitats for construction should not involve the use of filled causeways or excavated canals. The use of construction mats for access is preferred. Encroachment into aquatic habitats should be avoided when possible and otherwise, limited.
- SCDNR prefers and recommends the use of native warm season grasses and/or other native forbs that would be beneficial for wildlife and pollinators for stabilization and cover in disturbed areas. Native warm season grass species suggestions include: indiangrass (*Sorghastrum nutans*), big bluestem (*Andropogon gerardii*) and little bluestem (*Schizachyrium scoparium*). A list of beneficial pollinator plant species, such as milkweed (*Asclepias spp*.), may be found at www.xerces.org/pollinators-southeast-region/ or at http://www.pollinator.org/guides. For planting details of quantities and timing, we recommend reaching out to the USDA NRCS Soil & Water Conservation Offices.
- The project must comply with any applicable local floodplain, stormwater, land disturbance, or riparian buffer ordinances.

These technical comments are submitted to speak to the general impacts of the activities as described through inquiry by parties outside the South Carolina Department of Natural Resources. These technical comments are submitted as guidance to be considered and are not submitted as final agency comments that might be related to any unspecified local, state or federal permit, certification or license applications that may be needed by any applicant or their contractors, consultants or agents presently under review or not yet made available for public review. In accordance with its policy 600.01, Comments on Projects Under Department Review, the South Carolina Department of Natural Resources, reserves the right to comment on any permit, certification or license application that may be published by any regulatory agency which may incorporate, directly or by reference, these technical comments. Interested parties are to understand that SCDNR may provide a final agency position to regulatory agencies if any local, state or federal permit, certification or license application or license applications may be needed by any applicant or their contractors, consultants or agents.

Thank you for the opportunity to review this project and provide comments. Should you have any questions or need more information, please do not hesitate to contact me by email at mixong@dnr.sc.gov or by phone at 803.734.3282.

Sincerely,

Greg Mran

Greg Mixon Office of Environmental Programs



North Carolina Department of Natural and Cultural Resources State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper Secretary Susi H. Hamilton Office of Archives and History Deputy Secretary Kevin Cherry

October 21, 2019

AtlantaCharlotteHSP@dot.ga.gov

Georgia Department of Transportation Division of Intermodal Attn: Kaycee Mertz, Project Manager 1 Georgia Center 600 W Peachtree Street NW Atlanta, GA 30308

Re: Tier 1 DEIS, Atlanta to Charlotte Passenger Rail Corridor Investment Plan, Mecklenburg County, ER 13-1015

Dear Ms. Mertz:

We are in receipt of the announcement of publication of the Tier 1 DEIS for the above-referenced undertaking. We have reviewed the materials presented and concur that the corridors selected for further study in Tier 2 appear to be appropriate within the State of North Carolina. We will look forward to coordinating with GDOT as it undertakes the additional, in-depth studies.

Please send all future correspondence on this matter to Deputy State Historic Preservation Officer Ramona M. Bartos at 4617 Mail Service Center, Raleigh, NC 27699-4617 or, preferably, by email to: <u>environmental.review@ncdcr.gov</u>. You will get an autoreply from that address to let you know that we got your request for review/comments and will respond accordingly. As we are a "one-stop" cultural/historic resources shop, we will ensure that above/below ground and submerged resources are considered by our staffs.

Multiple previously recorded sites were identified along the three proposed corridor routes. Two of the proposed routes, Southern Crescent and I-85, would mostly be collocated within existing railroad or interstate ROWs and would likely have minimal impacts to eligible or unrecorded, but potentially eligible, archaeological resources. The Greenfield alternative, however, would extend through areas that have received little systematic survey and appear to contain landforms that have a high probability for archaeological sites.

An archaeological survey of portions of the APE may well be recommended depending on the specific alternative that is selected. We, therefore, look forward to reviewing the APE of preferred alternative as the planning progresses and more information about areas of ground disturbance are identified.

Given our experience with the Richmond to Charlotte section of the Southeastern High Speed Rail projects, we would also expect that additional architectural survey work will be needed within the APE once a Preferred Corridor is selected.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or <u>environmental.review@ncdcr.gov</u>. In all future communication concerning this project, please cite the above referenced tracking number.

Sincerely,

Rence Gledhill-Earley

Ramona M. Bartos Deputy State Historic Preservation Officer



October 17, 2019

Kaycee Mertz, Project Manager One Georgia Center 600 West Peachtree Street NW Atlanta, GA 30308

> Re: Tier 1 DEIS for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan SHPO Project No. 13-SS0011

Dear Kaycee Mertz:

Our office has received the letter containing a thumb drive with the Draft Environmental Impact Statement documents dated September 12th on September 24th that you submitted as part of your agency's National Environmental Policy Act (NEPA) process for the project referenced above. This letter is for preliminary, informational purposes only and does not constitute consultation or agency coordination with our office as defined in 36 CFR 800: "Protection of Historic Properties" or by any state regulatory process. If The Federal Railroad Administration chooses to substitute the NEPA process for the process outlined in Section 106 of the National Historic Preservation Act, your agency must notify our office of the proposed substitution.

Our office maintains several resources for identifying historic properties (for links please see our online research resources at

https://scdah.sc.gov/sites/default/files/Documents/Historic%20Preservation%20(SHPO)/Research-<u>Resources.pdf</u>). These resources in particular should assist your agency in identifying historic properties for NEPA scoping.

- ArchSite is an online Geographic Information System (GIS) mapping program that includes all known historic and archaeological sites in South Carolina. Information on both the Public View Map and Subscriber View Map of ArchSite can be found here: <u>http://www.scarchsite.org</u>.
- SC Historic Properties Record (SCHPR) includes information on all National Register of Historic Places listings, and historic property surveys (in process) at http://schpr.sc.gov/.
- Additional historic contexts, survey reports, and related historic property documents can be found here <u>https://scdah.sc.gov/historic-preservation/historic-properties-research/historic-contexts-survey-reports</u>.

The State Historic Preservation Office will provide comments regarding historic properties and effects to them once the federal or state agency initiates consultation. Project Review Forms and additional guidance regarding our office's role in the compliance process and historic preservation can be found on our website at: <u>https://scdah.sc.gov/historic-preservation/programs/review-compliance</u>.

We request that I, Joseph E. Wilkinson, be made the primary contact in our office for this project.

Please refer to SHPO Project Number 13-SS0011 in any future correspondence regarding this project. If you have any questions, please contact me at (803) 896-6184 or at jwilkinson@scdah.sc.gov.

Sincerely,

Joseph E. W. Alkinson

Joseph E. Wilkinson Review Coordinator for Transportation Projects State Historic Preservation Office



HISTORIC PRESERVATION DIVISION

Mark Williams Commissioner DR. DAVID CRASS DIVISION DIRECTOR

October 8, 2019

Carol L. Comer Director, Division of Intermodal Georgia Department of Transportation One Georgia Center 600 West Peachtree Street NW Atlanta, Georgia 30308 Attn: Kaycee Mertz, Project Manager

RE: Atlanta to Charlotte Passenger Rail Corridor Investment Plan Statewide, Georgia HP-150721-003

Dear Ms. Comer:

The Historic Preservation Division (HPD) has received additional information concerning the above referenced project requesting comments pursuant to the National Environmental Policy Act of 1969 (NEPA). Our comments are offered to assist the Federal Railroad Administration (FRA) and its applicants in complying with the provisions of Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA).

Thank you for notifying us of this federal undertaking. We look forward to receiving Section 106 compliance documentation, as appropriate. If the federal agency intends to utilize NEPA to comply with Section 106, in lieu of the procedures set forth in 36 CFR Part 800, the FRA should notify HPD and the Advisory Council on Historic Preservation of its intent.

Please refer to project number **HP 150721-003** in future correspondence regarding this project. If we may be of further assistance, please contact me at (770) 389-7851 or Jennifer.dixon@dnr.ga.gov.

Sincerely,

Jennifer Dixon, MHP, LEED Green Associate Program Manager Environmental Review & Preservation Planning

3. LOCAL GOVERNMENT AGENCY COMMENTS

RESOLUTION

WHEREAS the Georgia Department of Transportation (GDOT) and the Federal Railroad Administration (FRA) have recently released a draft study for a high-speed rail corridor that would extend from Atlanta, Georgia to Charlotte North Carolina; and,

WHEREAS a 280 mile rail line between the two Southeastern cities of Atlanta and Charlotte could create jobs, reduce air pollution and improve mobility for millions of passengers a year; and,

WHEREAS the rail corridor expansion's purpose is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity and improving trip time and reliability through high-speed passenger rail services; and,

WHEREAS the "Southern Crescent" route was one of the three proposed routes studied by the draft report; and,

WHEREAS the "Southern Crescent" route would follow the Norfolk Southern Railroad right of way North of Interstate 85, with proposed six stations in Georgia: Toccoa, Gainesville, Suwanee, Doraville, Downtown Atlanta and Hartsfield-Jackson International Airport, and two stations in South Carolina: Spartanburg and Greenville on the way to Charlotte; and,

WHEREAS the Commission of the City of Toccoa has long supported expanding transportation options, including rail service; and,

WHEREAS following public comment on the draft study, GDOT will prepare a final study and select a preferred corridor for the Atlanta to Charlotte line; and

NOW THEREFORE BE IT RESOLVED by the governing authority of the City of Toccoa, Georgia, that as a group and as individuals, the governing authority supports the high speed rail line utilizing the "Southern Crescent" route.

RESOLVED this 28th day of October, 2019.

ommission Vice Mayor City Commission ATTEST



OFFICE OF THE MAYOR

Frank Auman Mayor November 4, 2019

Georgia Department of Transportation 600 West Peachtree Street NW Atlanta, GA 30308

Dear Commissioner McMurry,

The City of Tucker has been following the news of the Tier 1 Study of the Atlanta to Charlotte High Speed Rail corridor with great interest. The concept represents an economic game-changer for the entire region and we certainly look forward to seeing it become a reality.

As you know, Tucker is one of the possibilities for a stop along this line as it travels into and out of Atlanta. Ours is a city with unique highway access; Interstate 285 (with the planned Managed Lanes), US 29, US 78 and SR 236 all traverse Tucker, and we are a stone's throw from Interstate 85. We are also home to a highly desirable commercial power center at the former Northlake Mall, which last week announced the first tenant in its hundred-million-dollar revitalization: Emory Healthcare is committed to bring 1,600 jobs to Tucker, and is certain to be a catalyst for much more development in the next several years.

Beyond just its relation to Tucker, a line that passes through Athens (the Greenfield alignment) would be extremely valuable as a way to enable day trips for business or pleasure, without driving, from metro Atlanta and points north. The attendant conveniences of being able to work, read and use electronic devices on the trip, while saving valuable parking space and costs, as well as the benefits to the environment, would make it certain to be heavily used by students, businesspeople and many others. As a descendant of the "Brain Train", it has the feel of something that would be a natural evolution for the region.

For these reasons, the Greenfield Alternative would be the ideal choice. If I, or our staff, can be of any help to you in this process, please do not hesitate to reach out.

Sincerely.

Frank Auman

City of Tucker - 4119 Adrian St, Tucker, GA 30084 Phone: 678-597-9040 Fax: 470-719-8229 Website: <u>www.tuckerga.gov</u>



November 4, 2018

Kaycee Mertz, AICP Georgia Department of Transportation Intermodal Department 600 West Peachtree Street Atlanta, Georgia 30308

RE: Atlanta to Charlotte Passenger Rail Corridor

Ms. Mertz,

The City of Suwanee appreciates the opportunity to provide input as a stakeholder agency on potential routes for Atlanta to Charlotte Passenger Rail. The City has reviewed the Tier 1 Draft Environment Impact Statements and is supportive of any of the three potential routes with a station location in the City of Suwanee.

The location of a rail station in Suwanee is consistent with the Suwanee 2040 Comprehensive Plan. The Suwanee City Council approved a resolution on October 22, 2019 in support of the Atlanta to Charlotte Passenger Rail with a station location in Suwanee. I have enclosed a copy of this resolution.

Please feel free to contact me if the Suwanee can be of any assistance as the project moves forward. 770-904-2271 / adurden@suwanee.com.

Sincerely,

Alyssa Durden, AICP Planning Division Director City of Suwanee

Enclosures

330 Town Center Avenue • Suwanee, GA 30024 • 770.945.8996 • @cityofsuwanee suwanee.com

A RESOLUTION TO SUPPORT A PASSENGER RAIL STATION WITHIN THE CITY LIMITS OF SUWANEE; AND OTHER PURPOSES

WHEREAS, the Mayor and Council of Suwanee are supportive of the Atlanta to Charlotte Passenger Rail Corridor Investment Plan proposed by the Federal Railroad Administration and the Georgia Department of Transportation; and

WHEREAS, the Mayor and Council of Suwanee support the proposed location of a passenger rail station within the city limits of Suwanee; and

WHEREAS, the location of a passenger rail station in the City of Suwanee is consistent with the Suwanee 2040 Comprehensive Plan; and

WHEREAS, the *Suwanee 2040 Comprehensive Plan* provides a coordinated and comprehensive plan of the long-term goals, objectives and priorities of Suwanee; and

WHEREAS, the Comprehensive Plan serves to promote the health, safety, morals, convenience, order, prosperity, and general welfare of the present and future inhabitants of the City of Suwanee; and

WHEREAS, the City of Suwanee is willing to work with other agencies to establish passenger rail service to and from Suwanee; and

NOW THEREFORE, be it ordained and resolved and it is hereby resolved by the Mayor and Council of the City of Suwanee this the <u>22th</u> day of <u>October</u>, 2019, Suwanee supports the location of a passenger rail station within the City of Suwanee.

APPROVED AND ADOPTED THIS 22th DAY OF October , 2019.

SUWANEE CITY-COUNCIL, A GEO RGH MUNICIPAL CORPORATION BY JAMES M. BURNEPTE, JR., MAYOR -50 RICHARD I. GOODMAN, MAYOR PRO TEMPORE ABSENT BY: DANIEL F. FOSTER, COUNCILMEMBER BY: BETH S. ILSCHER, COUNCILMEMBER BY: BOUGARELAND, COUNCILMEMBER BY:_ LINNEA MILLER, COUNCILMEMBER

ATTESTED TO BY:

ELVIRA ROGERS, CITY/CLERK

APPROYED AS TO FORM:

GREGORY D. JAY, CITY APTORNEY CHANDLER, BRITT & JAY, LLC



RESOLUTION 19-37

ATLANTA TO CHARLOTTE PASSENGER RAIL CORRIDOR INVESTMENT PLAN TIER 1 DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPORT

WHEREAS, as part of the Atlanta to Charlotte Passenger Rail Corridor investment plan (the Project), the Federal Rail Administration (FRA) and the Georgia Department of Transportation (GDOT) prepared a Tier 1 Draft Environmental Impact Statement (DEIS) for the extension of the Southeast High-Speed Rail (SEHSR) corridor from Charlotte to Atlanta; and

WHEREAS, the Project would satisfy the following needs, population and employment growth, improve regional transportation system connectivity, increase transportation system capacity, improve travel times and reliability, provide an alternative travel mode, traveler safety, improve energy efficiency and air quality and maintain and enhance economic growth and vitality; and

WHEREAS, public information open houses were held in Atlanta, GA on October 22, 2019, Greenville, SC on October 23, 2019 and Charlotte, NC on October 24, 2019; and

WHEREAS, the City of Kings Mountain was represented at the Greenville, SC and Charlotte, NC public information open houses, asked questions about Tier 2 analysis which will include decisions related to station locations, project alignment within the preferred corridor alternative, airport connections, technology and the Atlanta Approach; and

WHEREAS, the three alternatives analyzed were the Southern Crescent, I-85 and Greenfield; and

WHEREAS, the Southern Crescent alternative had the lowest top operation speed of 79-110 MPH with only 4 daily round trips with 2050 projected Annual Ridership of 940,000 to 1,118,000 and an estimated capital cost of \$2 Billion to \$2.3 Billion; and

WHEREAS, the I-85 alternative had a top operation speed of between 125-180 MPH, with 14 daily round trips and project 2050 annual ridership of 5,500,000 to 5,620,000 and an estimated capital cost of \$13.3 Billion and \$15.4 Billion; and

WHEREAS, the Greenfield alternative had a top operation speed of between 125-220 MPH utilizing electric locomotives, with 16-22 daily round trips, projected 2050 annual ridership of 5,380,000 to 6,300,000 an estimated capital cost of \$6.2 Billion to \$8.4 Billion; and

NOW, THEREFORE, BE IT RESOLVED THIS 29TH DAY OF OCTOBER, 2019 BY THE CITY COUNCIL OF THE CITY OF KINGS MOUNTAIN, NORTH CAROLINA:

Section 1. Council hereby supports the Tier 2 NEPA process and encourages GDOT, SCDOT and NCDOT to look at a hybrid alternates of the "Greenfield" Alternate from Atlanta to Greenville-Spartanburg Airport, and the "Interstate 85" Alternate continuing north from that point to Charlotte into a new fourth alternate route; and

Section 2. The City of Kings Mountain is located at the intersection of both I-85 and the intersection of 4 lane Rt. 74 at Exit 10 of I-85, and Council hereby supports The City of Kings Mountain as a potential passenger rail station location that could serve as Western North Carolina "Park and Ride" location on the Atlanta to Charlotte Passenger Rail Corridor; and

Section 3. Council hereby supports the I-85 location alternative at the City of Kings Mountain as the visibility of passenger rail at Interstate 85 provides car passengers an visual acknowledgement that riding the train would be a faster alternative to passenger vehicles. especially in 2050 when Interstate highway capacity will be at a much higher volume that 2012 volumes utilized in the study; and

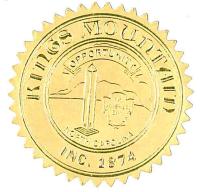
Section 4. Council hereby acknowledges the long-term importance of passenger rail between Charlotte and requests that the Mayor provide a copy of this resolution prior to November 4, 2019 to:

> Kaycee Mertz, **Rail and Transit Planning Manager** Georgia Department of Transportation **Division of Intermodal** 600 West Peachtree Street NW Atlanta, GA 30308

PASSED AND ADOPTED this 29th day of October, 2019.

CITY OF KINGS MOUNTAIN, NORTH CAROLINA

G. Scott Neisler, Mayor



ATTEST:

Staren A. Quelier Karen A. Tucker, CMC





Kaycee Mertz Rail and Transit Planning Manager Georgia Department of Transportation Division of Intermodal 600 West Peachtree St. NW Atlanta, GA 30308

Dear Ms. Mertz:

The following comments are provided on the draft Environmental Impact Statement (DEIS) for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan and were developed jointly by the Charlotte Regional Transportation Planning Organization (CRTPO) and the Charlotte Department of Transportation (CDOT). The comments are not listed in any order of importance.

- The document refers to five MPOs being located with the study area. There are seven. Please ensure the Gaston-Cleveland-Lincoln MPO (GCLMPO) and the Rock Hill/Ft. Mill Area Transportation Study (RFATS) are identified in the final EIS.
- The document refers to the Mecklenburg-Union Metropolitan Planning Organization. The MPO for the Charlotte region was renamed the Charlotte Regional Transportation Planning Organization (CRTPO) in 2013. The final EIS should make the correction.
- 3. Three distinct corridor alternatives are identified. Will the Tier 2 process be flexible and allow for the consideration of a hybrid option? For example, a combination of the Greenfield Corridor and the I-85 Corridor.
- 4. The Charlotte Area Transit System (CATS) is preparing to move into the design phase for the proposed Silver Line that will provide service to Charlotte Douglas International Airport. The Silver Line will closely parallel the project's sole alternative in Charlotte, particularly near the Airport.
- 5. The Centralina Council of Governments (CCOG) is scheduled to begin a regional transit study before the end of 2019 that will involve multiple counties in North Carolina and South Carolina, including three in the study area: Mecklenburg and Gaston in North Carolina and York in South Carolina. The Tier 2 phase of this project should account for this major initiative.
- 6. The DEIS does not appear to analyze land use impacts of the Greenfield Corridor. Will the Tier 2 analysis do so?
- 7. Should it be assumed that the Greenfield Corridor will not include at-grade crossings?
- 8. Will the Tier 2 analysis provide an indirect and cumulative impacts assessment?

Timothy Gibbs, AICP Charlotte Department of Transportation tgibbs@charlottenc.gov Robert W. Cook, AICP Charlotte Regional Transportation Planning Organization rwcook@charlottenc.gov

charlottenc.gov

4. OTHER GOVERNMENT AGENCY COMMENTS

| From: | Shaun Green <sgreen@atlbeltline.org></sgreen@atlbeltline.org> |
|----------|---|
| Sent: | Tuesday, November 12, 2019 12:58 PM |
| То: | AtlantaCharlotteHSR |
| Cc: | Henry Ikwut-Ukwa |
| Subject: | ATL to Charlotte Passenger Rail Tier 1 DEIS |

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kaycee:

I appreciate you accepting these comments from ABI...

- ? There are no trail nor transit projects listed within the Georgia section of the Planned and Committed Projects list (Exhibit 2-7).
 - MARTA/Atlanta BeltLine previously performed a Tier 1 EIS, with a ROD issued in 2012.
 - The BeltLine program of projects is within Atlanta's Transportation Plan, both trail and transit.
 - ABI and PATH Foundation have built and will build more local-funding only trail segments. Please do not ignore the BeltLine corridor because its entirety is not in the RTP.
- ? The proposed Tier 1 DEIS is carrying forward passenger rail alignments within the "Atlanta Approach" that are in the NSR and CSX Corridors, to get to the Western Railroad Trunk via Howell Interlock.
 - As the corridor width is set at 600', a lot of the same dirt that we are contemplating is being contemplated by this DEIS.
 - Do not preclude Atlanta BeltLine (or Clifton Corridor) within the expected overlapping geographies.
- ? Atlanta BeltLine, Inc. will soon advertise a procurement for a trail and transit alternatives analysis and feasibility study. Generally, this will be looking at the Atlanta BeltLine corridor between MARTA Bankhead Station and MARTA Lindbergh Station (or from about 9 o'clock to 1 o'clock on the BeltLine).
- ? Atlanta BeltLine Inc. is happy to work with you to try to further all of these projects.

thanks,

-sg

Shaun Green, PE

Senior Transportation Engineer Atlanta BeltLine, Inc. Office: 404.477.3667 // sgreen@atlbeltline.org // beltline.org



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Atlanta BeltLine, Inc. // 100 Peachtree Street NW, Suite 2300 Atlanta, GA 30303



Monday November 4, 2019

Commissioner Russell R. McMurry Georgia Department of Transportation One Georgia Center 600 West Peachtree NW Atlanta GA 30308

Re: Tier 1 Draft Environmental Impact Statement (Greenfield Corridor with the CSX Atlanta approach)

Dear Commissioner McMurry,

Thank you for your support in sponsoring the Tier 1 Draft Environmental Impact Statement for the Southeast High-Speed Rail (SEHSR) route from Hartsfield-Jackson Atlanta International Airport to Charlotte, North Carolina.

Kaycee Mertz and her team at the Public Information Open House in Atlanta were helpful in communicating the goals of the projects as well as the limitations. The documents online were also helpful in understanding the scope and potential of the project. Particularly the Greenfield Corridor with the CSX Atlanta approach.

Stations in Athens, Lawrenceville, and Tucker make sense for Georgia. The CSX route also passes through the Emory University campus. Placing commuter rail along this corridor shifts the focus from decades of a top-end centric investment pattern, to one that connects two of the state's largest and most well-known academic institutions.

Between the two, the proposed stations in Tucker and Lawrenceville make sense. The Northlake District in Tucker has access to I-285 from three exits, the MMIP includes direct access to the express lane system from Northlake Parkway, and the I-285 Top End Transit Study proposes a BRT/Express bus station along Northlake Parkway. Commuter rail would be a natural fit. From a regional perspective, a station in Tucker makes more sense than duplicating existing rail access to Hartsfield-Jackson from Doraville.

If the Tucker-Northlake CID can be of any assistance in helping fund Tier 2 of the study, please let me know.

Sincerely,

Matthew R. Lee Executive Director, Tucker-Northlake CID mlee@tuckernorthlake.com

Southern Environmental Law Center

Telephone 404-521-9900

TEN 10TH STREET NW, SUITE 1050 ATLANTA, GA 30309-3848 Facsimile 404-521-9909

November 4, 2019

Ms. Kaycee Mertz Rail Planning Manager Georgia Department of Transportation 600 West Peachtree Street, NW Atlanta, GA

BY EMAIL

Re: Atlanta to Charlotte Passenger Rail Corridor Investment Plan Tier 1 Draft EIS

Dear Ms. Mertz:

The Southern Environmental Law Center would like to provide the following comments on the Tier 1 Draft Environmental Impact Statement (EIS) for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan. SELC is a non-partisan, non-profit organization that works throughout the Southeast to promote transportation and land use decisions that strengthen our communities, protect our environment, and improve our quality of life.

SELC strongly supports the proposed Southeast High Speed Rail Corridor, and we have previously participated in environmental studies for a number of other segments of this regional plan. Improving intercity passenger rail in the Southeast is critical to make rail more competitive with automobile and air travel, and would provide significant economic and community benefits in expanding travel options, reducing emissions of greenhouse gases and other pollutants, and promoting more efficient land use patterns throughout the region.

Enhancing passenger rail service between Atlanta and Charlotte would be particularly beneficial due to the substantial growth in population, employment, and traffic projected in the study area between these cities in the coming years. However, the Tier 1 Draft EIS makes clear that identifying a preferred corridor for these improvements will be a complex decision, involving important tradeoffs between the relative economic and travel benefits, capital and other costs, and environmental and community impacts of the proposed alternatives.

In our comments below, we highlight some of the key issues that must be considered in making this decision and identify some areas in which additional analysis may be needed in this Tier 1 study before a preferred corridor is selected. Based on the mixed results of each of the proposed corridor alternatives in the Draft EIS in terms of benefits, costs, and impacts, this includes further review of potential "hybrid" options that incorporate elements of multiple alternatives. We also flag a number of issues that will warrant particular attention in the future Tier 2 EIS or other detailed studies that may be conducted as this project moves forward.

I. Benefits of Enhanced Atlanta to Charlotte Passenger Rail

The study area includes some of the fastest-growing cities in the Southeast, and significant additional population and employment growth is projected in the near future.¹ Given this estimated growth, it is not surprising that the Draft EIS also projects marked increases in traffic volumes and congestion in the study area's interstate corridors—including failing levels of service along much of the I-85 corridor despite the highway being 10 to 14 lanes wide in some areas.² Enhancing passenger rail service in the study area would help to alleviate this congestion and provide several other important benefits, including expanding travel options, encouraging more efficient land development patterns, and reducing transportation-related emissions of greenhouse gases and other air pollutants.

The Draft EIS estimates that the proposed corridor alternatives would greatly improve passenger rail travel times between Atlanta and Charlotte,³ making rail a much more competitive alternative to automobile and air travel and diverting significant traffic from these other modes. It appears the greatest benefits in this respect would result from the Greenfield and I-85 corridor alternatives, which are expected to have the highest travel speeds and ridership,⁴ while not having to compete with freight rail services (as would be the case for the Southern Crescent alternative utilizing the existing Norfolk Southern line). By 2050, the Draft EIS estimates that the Greenfield alternative would divert 4.3 million automobile trips each year from the study area's highways, the I-85 alternative would divert 3.9 million auto trips, and the Southern Crescent option would divert 1 million auto trips.⁵ The Draft EIS also estimates that the higher-speed I-85 and Greenfield alternatives would respectively divert 8% and 10% of all air trips between Atlanta and Charlotte by 2050.⁶

In addition to reducing automobile and air travel delays, increasing the share of passenger rail in the study area would reduce transportation-related emissions of greenhouse gases (GHG) and other air pollutants. The transportation sector is now the nation's largest contributor of GHG emissions, and several study area localities remain in Clean Air Act "nonattainment" or "maintenance" areas for criteria pollutants.⁷ As a result, we note and support the inclusion of a specific element to "improve energy efficiency and air quality" in the Draft EIS's purpose and need statement, as well as recognition elsewhere in the document of the benefits passenger rail can provide in meeting this need.⁸ It will be crucial that the Final EIS and/or Tier 2 study include a comprehensive analysis of the project's anticipated effects on GHG and other air pollutant emissions in the study area, including analysis specific to the choice between diesel or electric locomotive technology.

¹ For example, the population of Atlanta is projected to grow by 44% and Charlotte is projected to grow by 61% from 2010/2015 to 2040/2045—adding over 3 million people in these two metro areas. Draft EIS at 1-19. ² *Id.* at 3-14 to 3-15.

³ The Draft EIS reports that the current average travel time of Amtrak's *Crescent* service between Atlanta and Charlotte is 5 hours and 17 minutes, compared to estimated travel times of 2:06-2:44 for the Greenfield alternative, 2:42-2:50 for the I-85 alternative, and 4:35-5:34 for the Southern Crescent alternative. *See id.* at 1-23 & 0-10.

 $[\]frac{4}{5}$ *Id.* at 2-42.

⁵ *Id.* at 3-36. ⁶ *Id.* at 3-40 to 3-41.

 $^{^{7}}$ Id. at 3-46.

¹a. at 5-46

⁸ *Id.* at 1-27 to 1-28.

II. Environmental and Community Impacts

The Draft EIS indicates that each of the proposed corridor alternatives includes many communities and important environmental, historic, and cultural resources that warrant careful consideration in selecting a preferred corridor in this EIS and further study in a Tier 2 EIS or other future reviews completed for the project.

A. Natural Resource Impacts

Although the large scale of the environmental screening areas identified for the corridor alternatives make it inevitable that each will include many natural resources, there appear to be significant differences in the level of potential impacts between alternatives. For instance, potential impacts to aquatic resources in the study area—including wetlands, streams, and floodplains—are generally far greater for the Greenfield and I-85 corridor alternatives than the Southern Crescent route along the existing Norfolk Southern alignment.⁹ The Greenfield alternative also has the potential to impact far more natural habitat than the other options under review.¹⁰ We urge you to carefully consider these potential effects in selecting a preferred corridor alternative, as well as any available options to avoid or minimize impacts to these resources in more detailed future studies.

Moreover, across all corridor alternatives the Draft EIS indicates that the CSX Atlanta Approach option is expected to result in much greater impacts to aquatic resources and natural habitat than the Norfolk Southern Approach. For example, potential wetlands impacts from the Southern Crescent alternative increase from 45 acres following the Norfolk Southern Approach to 100 acres under the CSX Approach option, with similar increases for the Greenfield and I-85 alternatives and various other natural resource types.¹¹ While we understand that a decision on the preferred Atlanta approach option is planned to be deferred to the Tier 2 study, these initial results raise major questions about the CSX Atlanta Approach that will need to be addressed before this option is advanced any further.

B. Impacts to Communities and Historic and Cultural Resources

The Draft EIS similarly shows that each of the proposed corridors include a substantial number of communities and historic and cultural resources, including many block groups that qualify as minority or low-income environmental justice communities.¹² While enhanced passenger rail service would benefit many study area residents, it also has the potential to cause adverse effects from increased noise and vibration, visual impacts, and in some cases, more direct property and relocation impacts. Careful consideration is needed of these potential impacts in selecting a preferred corridor for this project, and of any available options to avoid or

⁹ See id. at 3-9 to 3-10. For example, for the Norfolk Southern Atlanta approach options, the Southern Crescent alternative has the potential to impact 45 acres of wetlands versus 130 acres for the Greenfield alternative and 148 acres for the I-85 alternative. *Id.* at 3-10.

¹⁰ Id.

¹¹ See id. at 3-9 to 3-10.

¹² *Id.*; *see also id.* at 3-70.

minimize these impacts in a future Tier 2 study and in the development of the project's specific alignment and design.

III. Further Consideration of Alternatives

The results of the Draft EIS analysis present difficult questions about the relative benefits and drawbacks of the proposed corridor alternatives. Quite simply, there are some significant benefits and serious problems with each alternative. The I-85 and Greenfield alternatives would produce the greatest benefits in terms of increased passenger rail speeds, ridership, and revenue, as well as reducing greenhouse gas emissions and other air pollutants; yet these options would result in greater impacts to many natural resources and would be far more expensive to build.¹³ According to the Draft EIS, the I-85 alternative would be particularly costly due to the challenges involved with constructing new passenger rail lines around—and within the footprint of—the existing interstate.¹⁴ In contrast, the Southern Crescent alternative would be much less expensive and could be accommodated largely within existing Norfolk Southern right-of-way, yet would be hampered by continuing to share rail lines with freight services and other factors that would limit potential speeds and train frequencies¹⁵—and thus would generate lower ridership and less pollution reduction.

Based on these results, the consideration of additional "hybrid" options that incorporate elements of multiple alternatives may be warranted in this Tier 1 study before a preferred corridor is selected. Potential options for further study include an I-85 focused option that incorporates new Greenfield segments in certain areas where retrofitting existing interstate rightof-way with new rail lines would be particularly difficult and costly, and additional Southern Crescent-Greenfield hybrid options to improve travel speeds and reduce conflicts between freight and passenger services along the existing Norfolk Southern corridor. As noted above, we also urge you to further refine any alternative that is advanced to Tier 2 study to minimize any remaining impacts to communities and natural, historic, and cultural resources in the corridor.

Given the significant time and cost that will likely be required to fully implement passenger rail improvements in the study area, we also support the development of a phased approach to funding and implementing the project in the Tier 2 study. In developing phasing plans, we encourage you to consider not only dividing the corridor into segments, but also phasing of technological improvements (such as shifting from diesel to electric locomotives at a later date if such a shift is not feasible in the near-term), as well as phasing of the types of passenger rail services offered (such as potentially starting with new commuter rail service in key metro areas before extending to corridor-wide upgrades).

¹³ See id.at 2-42 & 3-9 to 3-10. Estimated capital costs of the proposed corridor alternatives are \$13.3-15.4 billion for the I-85 corridor, \$6.2-8.4 billion for the Greenfield corridor, and \$2.0-2.3 billion for the Southern Crescent corridor.

¹⁴ *Id.* at 2-37 to 2-38.

¹⁵ See Draft EIS App. B, Alternatives Development Report at 42.

Thank you for your consideration of these comments, and we look forward to continuing to participate as this important project moves forward.

Sincerely,

Bria 7 Div

Brian Gist Senior Attorney

Tin Dito

Travis Pietila Staff Attorney

5. GDOT RESPONSE TO AGENCY COMMENTS



Russell R. McMurry, P.E., Commissioner One Georgia Center 600 West Peachtree Street, NW Atlanta, GA 30308 (404) 631-1000 Main Office

October 1, 2020

Name Title Company Address City, State, Zip Code

RE: Atlanta to Charlotte Passenger Rail Corridor Project Tier 1 Draft Environmental Impact Statement

Dear Stakeholder,

Thank you for reviewing and commenting on the Tier 1 Draft Environmental Impact Statement (EIS) for the Atlanta to Charlotte Passenger Rail Corridor project during the comment period that took place in September-November 2019. The Federal Railroad Administration (FRA) and the Georgia Department of Transportation (GDOT) have reviewed all public and agencies comments, as well as feedback received during the three public open house meetings held in October 2019.

FRA and GDOT anticipate issuing a combined Final Environmental Impact Statement and Record of Decision (FEIS/ROD) later this year and will make that document available on the GDOT website (<u>http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte</u>) as well as other locations which will be listed in the FEIS/ROD. Based on the comments and the analysis in the DEIS, the Greenfield Corridor Alternative will be selected as the Preferred Corridor Alternative. The FEIS/ROD includes a summary of all agency and public comments received and their responses. The FEIS/ROD also addresses any factual corrections or clarifications noted in public and agency comments.

The Department thanks your agency for its continued engagement and coordination throughout this project process. You will receive another notification when the FEIS/ROD is published.

If you have any questions in the meantime, please contact the GDOT Rail Program at railprogram@dot.ga.gov.

Thank you,

Kaycee Mertz, AICP Intermodal Planning & Environmental Manager

cc: John Winkle, Federal Railroad Administration

GDOT and FRA Responses to Agency Comments on the Atlanta to Charlotte Tier 1 DEIS

| | Response |
|---|--|
| Name/Title: Donald W. Imm | |
| Agency: U.S. Fish and Wildlife Service (USFWS) | |
| As the proposed project design is developed, please consider assessing design measures to minimize impacts to terrestrial wildlife for any at-grade portions of the proposed alignments and impacts to birds and bats for any at-grade or above-grade alignments, especially along commonly used flight paths and movement/migration corridors. It would be beneficial to conduct an analysis of potential mortality and fragmentation of habitat for species of concern that may be migratory or require unfragmented habitat for persistence on the landscape. Additional information for consideration in the Final EIS or future environmental documentation for the project. Bats: Please assess any habitat (caves, forest, and existing infrastructure) that may be directly or | Thank you for your comment. Because this is a Tier 1 EIS, GDOT and FRA did not conduct project-level analysis on potential impacts to the human or natural environment. As of the date of this FEIS/ROD, neither a Project proponent nor funding has been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. If FRA participates in the Tier 2 analysis, FRA will ensure that sufficient analysis is done of any Project impacts to the natural environment, including the potential impacts identified in USFWS's comments. |
| Please consider additional analyses for the Tier 2 NEPA related to any foreseeable indirect, cumulative, interrelated, and interdependent actions. This should include any related land use changes associated with stations, maintenance areas, storage areas, ancillary facilities, and other developments planned or included in state, county, municipal, or city planning documents for development along the proposed project alignment. This assessment should catalog likely changes in habitat or impervious surface in those areas relative to the baseline conditions. If the project is expected to require the relocation of utility lines, other service lines, or existing facilities, please include the impacts (direct and indirect) on | |

| Comment | Response |
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| be uploaded into IPaC (Information for Planning and Consultation ecos.fes.gov/ipac) to update the species lists found in the tables for "Federal-Listed Protected Species" in Section 3 of the document. Because the information appears to be dated from 2014, some species are missing in the list, the status of some species have changed, and the states/counties have some inconsistencies. The project proponent can save these project files by logging into IPaC and will be able to quickly identify changes and other modifications to the species lists. We have attached current files from IPaC for the project using the Crescent, I-85 and Greenfield alignments. There are likely several species that are currently under review for listing under the authority of the Endangered Species occurrences will help you develop the most up-to-date environmental document possible. In Georgia, an additional check on potential species occurring in the project alignment revealed only one species currently under review the tri-color bat (Perimyotis subflavus). | |
| Name/Title: Jennifer Dixon | |
| Agency: Georgia Department of Natural Resources, Historic Preservation Division (GA DNR HPD) If the federal agency intends to utilize NEPA to comply with Section 106, in lieu of the procedures set forth in 36 CFR Part 800, the FRA should notify HPD and the Advisory Council on Historic Preservation of its intent. Please refer to project number HP 150721-003 in future correspondence regarding this project. If we may be of further assistance, please contact me at (770) 389-7851 or Jennifer.dixon@dnr.ga.gov. | Thank you for your comment. Because this is a Tier 1 EIS, GDOT and FRA did not conduct project-level analysis on potential impacts to the human or natural environment. As of the date of this FEIS/ROD, neither a Project proponent nor funding has been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. If FRA participates in the Tier 2 analysis, FRA will ensure that sufficient analysis is done of any Project impacts to the human and natural environment. At that time, FRA will also determine whether to merge the Section 106 and NEPA analyses, and will consult with GA DNR HPD. |
| Name/Title: Joseph E. Wilkinson | |
| Agency: South Carolina State Historic Preservation Office (SC SHPO) | |
| If the Federal Railroad Administration chooses to substitute the NEPA process for the process outlined in Section 106 of the National Historic Preservation Act, your agency must notify our office of the proposed substitution. Our office maintains several resources for identifying historic properties (for links please see our online research resources at https://scdah.sc.gov/sites/default/files/Documents/Historic%20Preservation%20(SHPO)/Research- Resources.pdf). These resources in particular should assist your agency in identifying historic properties for NEPA scoping. We request that I, Joseph E. Wilkinson, be made the primary contact in our office for this project. Please refer to SHPO Project Number 13-SS0011 in any future correspondence regarding this project. If you have any questions, please contact me at (803) 896-6184 or at <u>iwilkinson@scdah.sc.gov</u> . ArchSite is an online Geographic Information System (GIS) mapping program that includes all known historic and archaeological sites in South Carolina. Information on both the Public View Map and Subscriber View Map of ArchSite can be found here: http://www.scarchsite.org. SC Historic Properties | Thank you for your comment. Because this is a Tier 1 EIS, GDOT and FRA did not conduct project-level analysis on potential impacts to the human or natural environment. As of the date of this FEIS/ROD, neither a Project proponent nor funding has been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. If FRA participates in the Tier 2 analysis, FRA will ensure that sufficient analysis is done of any Project impacts to the human and natural environment. At that time, FRA will also determine whether to merge the Section 106 and NEPA analyses, and will consult with South Carolina SHPO. |

| Comment | Response |
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| Record (SCHPR) includes information on all National Register of Historic Places listings, and historic | |
| property surveys (in process) at <u>http://schpr.sc.gov/</u> . Additional historic contexts, survey reports, and | |
| related historic property documents can be found here https://scdah.sc.gov/historic- | |
| preservation/historic-properties-research/historic-contexts-survey-reports. The State Historic | |
| Preservation Office will provide comments regarding historic properties and effects to them once the | |
| federal or state agency initiates consultation. Project Review Forms and additional guidance regarding | |
| our office's role in the compliance process and historic preservation can be found on our website at: | |
| https://scdah.sc.gov/historic-preservation/programs/review-compliance. | |
| Name/Title: Bill Bartosh | • |
| Agency: North Carolina Department of Transportation (NCDOT) | |
| I will use the online link to view the material. Please add me to the project mailing list and updates. | Thank you for your comment. GDOT has added you to the |
| | email distribution list, which can also be done by sending a |
| | request to AtlantaCharlotteHSR@dot.ga.gov. The Project |
| | website is |
| | http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte. |
| Name/Title: Amtrak | · |
| Agency: National Railroad Passenger Corporation | |
| Atlanta to Charlotte Passenger Rail Corridor Investment Plan Tier One Draft Environmental Impact | Thank you for your comment. FRA has selected the |
| Statement COMMENTS OF THE NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) | Greenfield Corridor Alternative as the Preferred Alternative |
| | in the FEIS/ROD. This alternative provides for high-speed |
| The National Railroad Passenger Corporation (Amtrak) submits the following comments on the Tier 1 | rail with frequent service operating on dedicated tracks |
| Draft Environmental Impact Statement (DEIS) for the proposed Atlanta to Charlotte Passenger Rail | without at-grade roadway crossings, which best meets the |
| Corridor Investment Plan. The Atlanta to Charlotte Corridor The corridor between Atlanta and Charlotte, | Purpose and Need of the Project. FRA dismissed the other |
| a portion of the federally designated Southeast High-Speed Rail Corridor, is an excellent candidate for | two Corridor Alternatives, including Amtrak's preference for |
| enhanced intercity passenger rail service. Atlanta and Charlotte are approximately 250 miles apart. They | the Southern Crescent Corridor Alternative because its |
| are well within the too-far-to-drive/too-short-to-fly sweet spot in which passenger rail can offer | geometry limited maximum speed, causing longer travel |
| competitive door-to-door trip times. Their metropolitan areas are large and growing larger. Atlanta is | times that are not competitive with existing modes of |
| the ninth largest metropolitan area in the United States and Charlotte the 23rd largest, and both are | travel, and attracting a lower level of ridership. FRA and |
| among the fastest growing metropolitan areas in the country. The Atlanta-to-Charlotte corridor also has | GDOT did leave open until Tier 2 analyses of the exact route |
| significant intermediate population: the fast-growing Gainesville Metropolitan Area recently surpassed | into Atlanta and confirmation of the route into Charlotte, as |
| 200,000 residents. Other travel modes are ill suited to meet future travel demand between Atlanta and | well as the location of stations and the choice of propulsion |
| Charlotte. Each year, over a million travelers fly between Charlotte and Atlanta. Hartsfield–Jackson | technology. North Carolina DOT and South Carolina DOT |
| Atlanta International Airport is the busiest airport in the United States (and the world) based upon the | also support the Preferred Alternative. If FRA participates in |
| number of passengers. Charlotte Douglas International Airport is the 11th busiest airport in the country. | the Tier 2 analysis, FRA anticipates Amtrak interest in the |
| The Federal Aviation Administration projects that, by 2045, the number of air passengers will increase | project as Amtrak could presumably be considered to |
| 64% in Atlanta and 69% in Charlotte. For more than a decade, airlines have been reducing the number | operate the passenger service. As of the date of this |
| of short-distance flights because of their unfavorable economics, and the time required for security | FEIS/ROD, neither a Project proponent nor funding has |
| screenings has made them less attractive to passengers. As demand for air travel continues to grow, | been identified for Tier 2 analysis, which could consist of |
| using aviation system capacity for 250-mile flights in city pairs where passenger rail could be a viable | one EIS covering the entire Project area or multiple NEPA |
| alternative makes increasingly less sense. The vast majority of intercity trips of 250 miles or less are | documents covering discrete improvements. |
| made by automobile. The Federal Highway Administration projects that by 2045 the severe peak period | |
| , | |

| Comment | Response |
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| spread to nearly the entire distance between the two cities. At Amtrak, we are seeing growing demand for intercity passenger rail service in short-distance corridors linking major metropolitan areas. Over the past decade, ridership on our Northeast Corridor trains between Boston and Washington has increased 26% and ridership on our other short-distance corridor services has grown 19% without any significant increases in the amount of service we provide. Population growth and urbanization, increasing highway and aviation system congestion, changing travel habits and concerns about climate change all align with passenger rail's unique capability to efficiently connect major endpoint markets and intermediate cities and towns along a short-distance corridor. As indicated in the DEIS, Amtrak's only current service in the Atlanta-to-Charlotte corridor is a single long-distance train, the New York-to-New Orleans Crescent. The Crescent operates just once a day, serves Charlotte in the middle of the night in both directions, and takes nearly five and a half hours to travel between Atlanta and Charlotte. The stations it currently uses in both cities are located outside their city centers and are not served by their rail transit systems. A single, nocturnal long- distance train does not make any meaningful contribution to meeting the demand, or realizing the potential, for passenger rail service within corridors like Atlanta to Charlotte. On other segments of the Southeast High-Speed Rail Corridor, partnerships between Atmark and states to expand and improve corridor services have produced dramatic increases in ridership. In Virginia, ridership on Amtrak's Piedmont service between Raleigh and Charlotte has more than tripled over the same period. Elsewhere in the country, the state-supported Amtrak Cascades service between Seattle and Portland – metropolitan areas with a combined population smaller than the combined population of Atlanta and Charlotte – carries more passengers than travel by plane. What all of these servic | |
| Preferred Corridor Alternative The DEIS identifies three corridor alternatives under consideration and solicits comments on which should be chosen as the preferred corridor alternative. One of the three alternatives, the "Southern Crescent Corridor" would follow the current route of the Crescent between Charlotte and the Atlanta area, utilizing existing railroad right-of-way and operating at a maximum speed of 79 to 110 miles per hour on a combination of shared and dedicated tracks. The others – the "Interstate" and "Greenfield" corridors – would require the construction of a new rail line, dedicated to passenger trains, along new railroad rights-of-way between the two cities on which maximum speeds would be 125 miles per hour or more. Amtrak strongly believes that the Southern Crescent Corridor should be selected as the preferred alternative. Given the population and potential of the Atlanta-to-Charlotte corridor, and the attractiveness of high-speed rail as a travel mode, constructing a dedicated high-speed rail line between the two cities is an appealing concept. However, it would be very costly: three to seven times as expensive as the Southern Crescent Corridor according to the DEIS's estimates. While there have been many studies of developing high-speed rail lines since the Federal Railroad Administration (FRA) and | |
| Congress began designating high-speed rail lines since the Federal Railroad Administration (FRA) and congress began designating high-speed rail corridors in 1991, no high-speed rail lines have been constructed due to very limited federal funding. Only 213 miles of the 9,200 miles of designated high-speed rail corridors (excluding the Northeast Corridor) are currently operated at 90 mph or above, the | |

| Comment | Response |
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| pertinent statutory threshold for high-speed rail. Even dramatic increases in federal funding for intercity | |
| passenger rail development would not likely provide enough money for construction of a dedicated | |
| high-speed rail line, particularly since the entire line would have to be funded and constructed as a | |
| single project to be useable. By contrast, additional and improved passenger rail service on the Southern | |
| Crescent Corridor could be provided in the near term, and service and speeds could increase | |
| incrementally as funding permitted. That is the approach that North Carolina and Virginia have | |
| successfully followed on their portions of the Southeast High-Speed Rail Corridor. Developing a service | |
| compatible with their planned services, which will utilize conventional trains operating at a maximum | |
| speed of 110 miles per hour, would also facilitate integration of Atlanta-to-Charlotte service with service | |
| on the remainder of the Southeast High-Speed Rail Corridor. This would allow passengers to travel from | |
| Atlanta to Washington, New York City and Boston without having to change trains. The construction of a | |
| new high-speed rail line on new railroad right-of-way through a densely populated region that the | |
| Interstate and Greenfield corridors would require would also trigger many environmental challenges, as | |
| the California High Speed Rail project demonstrates. Conversely, the environmental impacts of | |
| constructing an additional track on a portion of an existing railroad right-of-way for a project that will | |
| not significantly increase train traffic density are generally minimal, as the FRA's categorical exclusions | |
| for actions that do not involve significant environmental impacts reflect. See 23 C.F.R. 771.116(c)(12). | |
| While trip times on a shared corridor that is not grade separated will not be as fast as on a new high- | |
| speed rail line, they can be reduced to levels that make rail competitive with driving or flying. As | |
| contemplated by the DEIS, a dedicated track for passenger train operations at a maximum speed of 110 | |
| miles per hour could be constructed along a portion of the route. The installation of Positive Train | |
| Control will also make it possible to increase speeds above 79 miles per hour on existing tracks if they | |
| are maintained to the requisite track safety standards. As Virginia, North Carolina and the Amtrak | |
| Cascades corridor demonstrate, targeted track infrastructure investments on slower segments of | |
| existing rail lines with maximum speeds of 79 miles per hour can also produce measurable speed and | |
| trip time improvements. Conclusion Amtrak appreciates the opportunity to provide comments on this | |
| very important initiative. In conjunction with our forthcoming reauthorization by Congress, we are | |
| developing a vision and plan for the future of our network that will identify markets in which there is | |
| high potential for new or expanded Amtrak service. We stand ready to partner with the federal | |
| government, states and local communities to develop frequent, high-quality, trip time-competitive rail | |
| services on corridors such as Atlanta to Charlotte as soon as possible. | |
| Name/Title: Moises Marrero | |
| Agency: Federal Highway Administration, Georgia | 1 |
| Thank you for providing us an opportunity to review the September 20, 2019 Tier One Draft | Thank you for your comment. GDOT appreciates your |
| Environmental Impact Statement for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan. | comment on the proposed project. All comments received |
| We have no comments at this time. Please include our agency as you continue to refine the plans for | will remain a part of the Project record and will be |
| this project. | summarized in the Tier 1 FEIS/ROD. Responses to the |
| | comment summaries will also be provided on the project website. |
| Name/Title: Ntale Kajumba | |
| Agency: U.S. Environmental Protection Agency (EPA) | |

| Comment | Response |
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| CommentThe U.S. Environmental Protection Agency has reviewed the Tier 1 Draft Environmental ImpactStatement (DEIS) for the Atlanta to Charlotte Passenger Rail Corridor Investment Plan, developed by theFederal Railroad Administration (FRA) and the Georgia Department of Transportation (GDOT) inaccordance with its responsibilities under Section 309 of the Clean Air Act and Section 102(C) of theNational Environmental Policy Act. The purpose of the Atlanta to Charlotte Passenger Rail CorridorInvestment Plan is to improve intercity passenger travel between the cities of Atlanta and Charlotte. The proposed expansion of the region's transportation system will improve trip time and reliability through highspeed passenger diesel or electric rail services.The EPA supports more sustainable approaches that address the region's growing traffic congestion. The DEIS evaluates three (3) corridors for passenger rail - the Southern Crescent Corridor, the 1-85 Corridor, and the Greenfield Corridor. A Preferred Corridor Alternative is not identified in the DEIS. According to the DEIS, the Preferred Corridor Alternative will be selected in the combined Tier 1 Final Environmental Impact Statement/Record of Decision (FEIS/ROD). The DEIS describes various planning-level scenarios, however, project-related impacts are not identified. The EPA recommends the examination of relevant environmental impacts in the FEIS/ROD or subsequent tiered documents, as appropriate (see enclosure). | Response Thank you for your comment. FRA and GDOT recognize the importance of the resource areas noted in the EPA's comments. Because this is a Tier 1 EIS, however, GDOT and FRA did not conduct project-level analysis on potential impacts to the human or natural environment. As of the date of this FEIS/ROD, neither a Project proponent nor funding has been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. If FRA participates in the Tier 2 analysis, FRA will ensure that sufficient analysis is done of any Project impacts to the natural environment, including any potential impacts to the resource areas identified in EPA's comments. In addition, should FRA be the lead Federal agency in any future Tier 2 analyses, FRA will invite EPA to participate in the study(ies) as a Cooperating or Participating Agency. |
| Should you have any questions concerning these comments or recommendations, please feel free to contact Ms. Amanetta Somerville at somerville.amanetta@epa.gov or (404) 562-9025. We appreciate the opportunity to comment on the proposed Tier I DEIS. | |
| GENERAL ENVIRONMENTAL ISSUES | |
| In Exhibit 0-6 of the Tier 1 DEIS, the Federal Railroad Administration (FRA) and the Georgia Department of Transportation (GDOT) list performance measures by impact area which provides a brief but good overview of the impact areas. There is no definition or explanation of the parameters of High, Medium, and Low. | |
| Recommendation: The EPA recommends that the FEIS/ROD define or explain the parameters for High, Medium, and Low impacts. | |
| Cumulative Impacts Analysis | |
| Cumulative impacts are not discussed in the DEIS. This examination of impacts is important for the evaluation of the three proposed alternatives. The Council for Environmental Quality's regulations 40 CFR §§1500-1508 states direct, indirect, and cumulative impacts must be addressed and considered by Federal agencies in satisfying the requirements of EPA. Specifically, per 40 CFR §1508.7, "a cumulative impact is the impact on the environment, which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from | |

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| individually minor but collectively significant actions taking place over a period of time." | • • • • • |
| Recommendation: The EPA recommends that the FEIS/ROD include a discussion of cumulative impacts that may result from the proposed high-speed rail corridor. | |
| ENVIRONMENTAL IMPACTS | |
| Environmental Justice | |
| Executive Order 12898, Federal Ac/ions to Address Environmental Justice in Minority and Low-Income Populations, directs federal agencies to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable. In section 3.6.3.2 of the DEIS, the proposed project will impact populations identified as minority and or low-income. The Tier 1 DEIS does not provide detailed information identifying the potentially impacted communities, and the methodology used to quantify the degree of impact. | |
| Recommendations: The EPA supports an alternative that maintains community continuity as well as minimizes disproportionately high and adverse effects of the proposed project on the health or environment of minority and or low-income populations. The EPA recommends that transportation agencies conduct a more in-depth evaluation of the potential transportation, and socioeconomic impacts of this project upon the local community in the FEIS/ROD. | |
| Air Quality | |
| The Atlanta to Charlotte Passenger Rail Corridor traverses several counties that are nonattainment or maintenance for one or more of the National Ambient Air Quality Standards (NAAQS) six criteria pollutants. The Atlanta area is comprised of Gwinnett, DeKalb, Fulton, and Clayton Counties, which are designated nonattainment for the 2015 8-hour ozone (0 3) standard. The Charlotte-Rock Hill, NC-SC area, is comprised of Mecklenburg, Gaston, and York Counties is a maintenance area for the 2008 8-hour 03 and 1997 03 standards. Additionally, Mecklenburg County, North Carolina, is a maintenance area for Carbon Monoxide. Section 3.4.4.2 of the DEIS states that it is not likely that any alternative, regardless of the rail technology selected, will cause or contribute to an increase in the emission of criteria pollutants. However, the foundation of this conclusion is unclear, as the DEIS does not include the methodology used to quantify the degree of impact. | |
| Recommendation: The EPA recommends the FEIS/ROD include a more in-depth evaluation of the potential air quality impacts of the proposed project upon the corridor and the local community. General Conformity Georgia, North Carolina, and South Carolina have State Implementation Plans (SIP), developed under the Clean Air Act (CAA). Under the authority of the CAA, Federal entities are prohibited from taking actions in nonattainment or maintenance areas that do not conform to the SIP. The conformity analyses ensure that Federal activities do not interfere with established emissions budgets in | |

| Comment | Response |
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| the SIPs, that Federal activities do not cause or contribute to new violations, and that States achieve overall attainment and maintenance of the NAAQS. Section 3.4.2 of the DEIS states that the Tier 2 analysis will include a conformity determination and hot spot analysis where congestion is greatest or in areas of sensitive receptors. Recommendations: The EPA recommends that the FEIS/ROD expand the general conformity discussion to include a comparative analysis of each corridor's potential impact on conformity. | |
| Water Quality | |
| Section 3.9.3 of the DEIS discusses the Atlanta to Charlotte Passenger Rail Corridor Investment Plan impacts to water resources. The Southern Crescent Corridor Alternative generates the least amount of impacts with 30 acres of wetlands impacts, 55,697 linear feet of perennial streams impacts, 64,769 linear feet of intermittent streams impacts, and 397 acres of the 100-year floodplain impacts. The Interstate 85 Corridor Alternative results in 135 acres of wetlands impacts, 106,414 linear feet of perennial streams impacts, 86,055 linear feet of intermittent streams impacts, and 686 acres of the 100- year floodplain impacts. The Greenfield Corridor Alternative result in 97 acres of wetlands impacts, 117,753 linear feet of perennial streams impacts; 149,889 linear feet of intermittent streams impacts; and 640 acres of the 100-year floodplain impacts. | |
| Recommendations: The EPA recommends that the selected alternative minimize impacts to wetlands | |
| and streams to the maximum extent practicable. Where it is not practicable to avoid wetlands, consider | |
| measures to elevate the road and use end-on construction to the extent practicable to minimize impacts | |
| on wetlands associated with changes in hydrology and other adverse effects. | |
| Name/Title: G. Scott Neisler | |
| Agency: City of Kings Mountain, North Carolina | |
| RE: Resolution 19-37 Statement of Support - Atlanta to Charlotte Passenger Rail Dear Kaycee: | Thank you for your comment and for your interest in the Project. FRA has selected the Greenfield Corridor Alternative as the Preferred Alternative in the FEIS/ROD. This alternative provides for high-speed rail with frequent |
| It was a pleasure to meet with you in Charlotte last Thursday night at the Metrolina Transportation Management Center for the public information open house for the Tier 1 Draft environment impact statement. The City Council of the City of Kings Mountain approved the attached Resolution in support of specific recommendations as the Tier 2 draft environmental impact statement is drafted. We appreciate the work of the Georgia Department of Transportation working in conjunction with both the South Carolina Department of Transportation and the North Carolina Department of Transportation in conducting a tri state public information and open house in all three states. Please keep us on the list of interested agencies as this project moves forward. RESOLUTION 19-37 ATLANTA TO CHARLOTTE PASSENGER RAIL CORRIDOR INVESTMENT PLAN TIER 1 | service operating on dedicated tracks without at-grade roadway crossings, which best meets the Purpose and Need of the Project. FRA dismissed the other two Corridor Alternatives, including the City's preference for the I-85 Corridor Alternative; however, the exact alignment of the Greenfield Corridor Alternative including the route into Charlotte will be defined in a future Tier 2 analysis. FRA dismissed the I-85 Corridor because while it performed better than the Southern Crescent Alternative, the geometry of the I-85 Corridor also did not allow trains to |
| DRAFT ENVIRONMENTAL IMPACT STATEMENT SUPPORT | reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, |

| Comment | Response |
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| WHEREAS, as part of the Atlanta to Charlotte Passenger Rail Corridor investment plan (the Project), the | particularly through South Carolina. North Carolina DOT and |
| Federal Rail Administration (FRA) and the Georgia Department of Transportation (GDOT) prepared a Tier | South Carolina DOT also support this Alternative. As the |
| 1 Draft Environmental Impact Statement (DEIS) for the extension of the Southeast High-Speed Rail | Project continues to develop, municipalities could consider |
| (SEHSR) corridor from Charlotte to Atlanta; and | studying the feasibility of providing a connection to the |
| | Greenfield Corridor to allow easier access to the service. If |
| WHEREAS, the Project would satisfy the following needs, population and employment growth, improve | FRA participates in the Tier 2 analysis, FRA will work closely |
| regional transportation system connectivity, increase transportation system capacity, improve travel | with the local jurisdictions and will take their interests into |
| times and reliability, provide an alternative travel mode, traveler safety, improve energy efficiency and | account as the analysis progresses. As of the date of this |
| air quality and maintain and enhance economic growth and vitality; and | FEIS/ROD, neither a Project proponent nor funding has |
| MUEDEAC authliciteferrentian energy betreast held in Atlanta, CA en Ostaben 22, 2010, Crease ille, CC | been identified for Tier 2 analysis, which could consist of |
| WHEREAS, public information open houses were held in Atlanta, GA on October 22, 2019, Greenville, SC | one EIS covering the entire Project area or multiple NEPA |
| on October 23, 2019 and Charlotte, NC on October 24, 2019; and | documents covering discrete improvements. |
| WHEREAS, the City of Kings Mountain was represented at the Greenville, SC and Charlotte, NC public | |
| information open houses, asked questions about Tier 2 analysis which will include decisions related to | |
| station locations, project alignment within the preferred corridor alternative, airport connections, | |
| technology and the Atlanta Approach; and | |
| | |
| WHEREAS, the three alternatives analyzed were the Southern Crescent, 1-85 and Greenfield; and | |
| WHEREAS, the Southern Crescent alternative had the lowest top operation speed of 79-110 MPH with | |
| only 4 daily round trips with 2050 projected Annual Ridership of 940,000 to 1,118,000 and an estimated | |
| capital cost of \$2 Billion to \$2.3 Billion; and WHEREAS, the 1-85 alternative had a top operation speed of | |
| between 125-180 MPH, with 14 daily round trips and project 2050 annual ridership of 5,500,000 to | |
| 5,620,000 and an estimated capital cost of \$13.3 Billion and \$15.4 Billion; and | |
| WHEREAS, the Greenfield alternative had a top operation speed of between 125-220 MPH utilizing | |
| electric locomotives, with 16-22 daily round trips, projected 2050 annual ridership of 5,380,000 to | |
| 6,300,000 an estimated capital cost of \$6.2 Billion to \$8.4 Billion; and | |
| | |
| NOW, THEREFORE, BE IT RESOLVED THIS 29TH DAY OF OCTOBER, 2019 BY THE CITY COUNCIL OF THE | |
| CITY OF KINGS MOUNTAIN, NORTH CAROLINA: | |
| Section 1. Council hereby supports the Tier 2 NEPA process and encourages GDOT, SCDOT and NCDOT | |
| to look at a hybrid alternates of the "Greenfield" Alternate from Atlanta to Greenville-Spartanburg | |
| Airport, and the "Interstate 85" Alternate continuing north from that point to Charlotte into a new | |
| fourth alternate route; and | |
| | |
| Section 2. The City of Kings Mountain is located at the intersection of both 1-85 and the intersection of 4 | |
| lane Rt. 74 at Exit 10 of 1-85, and Council hereby supports The City of Kings Mountain as a potential | |
| passenger rail station location that could serve as Western North Carolina "Park and Ride" location on | |
| the Atlanta to Charlotte Passenger Rail Corridor; and | |

| Comment | Response |
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| Section 3. Council hereby supports the 1-85 location alternative at the City of Kings Mountain as the visibility of passenger rail at Interstate 85 provides car passengers an visual acknowledgement that riding the train would be a faster alternative to passenger vehicles, especially in 2050 when Interstate highway capacity will be at a much higher volume that 2012 volumes utilized in the study; and | |
| Section 4. Council hereby acknowledges the long-term importance of passenger rail between Charlotte and requests that the Mayor provide a copy of this resolution prior to November 4, 2019 to: | |
| Kaycee Mertz, | |
| Rail and Transit Planning Manager | |
| Georgia Department of Transportation | |
| Division of Intermodal | |
| 600 West Peachtree Street NW | |
| Atlanta, GA 30308 | |
| PASSED AND ADOPTED this 29th day of October, 2019. | |
| Name/Title: Shaun Green | |
| Agency: Atlanta Beltline | |
| Kaycee: | Thank you for your comment and for your interest in the |
| I appreciate you accepting these comments from ABI | Project. FRA has selected the Greenfield Corridor |
| [?] There are no trail nor transit projects listed within the Georgia section of the Planned and | Alternative as the Preferred Alternative in the FEIS/ROD. |
| Committed Projects list (Exhibit 2-7). | This alternative provides for high-speed rail with frequent |
| o MARTA/Atlanta BeltLine previously performed a Tier 1 EIS, with a ROD issued in 2012. | service operating on dedicated tracks without at-grade |
| o The BeltLine program of projects is within Atlanta's Transportation Plan, both trail and transit. | roadway crossings, which best meets the Purpose and Need |
| o ABI and PATH Foundation have built and will build more local-funding only trail segments. Please do | of the Project. FRA dismissed the other two Corridor |
| not ignore the BeltLine corridor because its entirety is not in the RTP. | Alternatives; however, FRA and GDOT did leave open until |
| [?] The proposed Tier 1 DEIS is carrying forward passenger rail alignments within the "Atlanta Approach" | Tier 2 analyses of the exact route into Atlanta and |
| that are in the NSR and CSX Corridors, to get to the Western Railroad Trunk via Howell Interlock. | confirmation of the route into Charlotte, as well as the |
| o As the corridor width is set at 600', a lot of the same dirt that we are contemplating is being contemplated by this DEIS. | location of stations and the choice of propulsion technology. If FRA participates in the Tier 2 analysis, FRA |
| o Do not preclude Atlanta BeltLine (or Clifton Corridor) within the expected overlapping geographies. | will work closely with the local jurisdictions and will take |
| [?] Atlanta BeltLine, Inc. will soon advertise a procurement for a trail and transit alternatives analysis | their interests into account as the analysis progresses. As of |
| and feasibility study. Generally, this will be looking at the Atlanta BeltLine corridor between MARTA | the date of this FEIS/ROD, neither a Project proponent nor |
| Bankhead Station and MARTA Lindbergh Station (or from about 9 o'clock to 1 o'clock on the BeltLine). | funding has been identified for Tier 2 analysis, which could |
| [?] Atlanta BeltLine Inc. is happy to work with you to try to further all of these projects. | consist of one EIS covering the entire Project area or |
| | multiple NEPA documents covering discrete improvements. |
| Name/Title: Matthew Lee | · · · · · |
| Agency: Tucker-Northlake CID, Georgia | |
| Re: Tier 1 Draft Environmental Impact Statement (Greenfield Corridor with the CSX Atlanta approach) | Thank you for your comment, for your attendance at the |
| | Project open houses, and for your interest in the Project. |
| Dear Commissioner McMurry, | FRA has selected the Greenfield Corridor Alternative as the |
| | Preferred Alternative in the FEIS/ROD. This alternative |

| Comment | Response |
|--|--|
| Thank you for your support in sponsoring the Tier 1 Draft Environmental Impact Statement for the | provides for high-speed rail with frequent service operating |
| Southeast High-Speed Rail (SEHSR) route from Hartsfield-Jackson Atlanta International Airport to | on dedicated tracks without at-grade roadway crossings, |
| Charlotte, North Carolina. Kaycee Mertz and her team at the Public Information Open House in Atlanta | which best meets the Purpose and Need of the Project. FRA |
| were helpful in communicating the goals of the projects as well as the limitations. The documents online | dismissed the other two Corridor Alternatives; however, |
| were also helpful in understanding the scope and potential of the project. Particularly the Greenfield | FRA and GDOT did leave open until Tier 2 analyses of the |
| Corridor with the CSX Atlanta approach. Stations in Athens, Lawrenceville, and Tucker make sense for | exact route into Atlanta and confirmation of the route into |
| Georgia. The CSX route also passes through the Emory University campus. Placing commuter rail along | Charlotte, as well as the location of stations and the choice |
| this corridor shifts the focus from decades of a top-end centric investment pattern, to one that connects | of propulsion technology. If FRA participates in the Tier 2 |
| two of the state's largest and most well-known academic institutions. Between the two, the proposed | analysis, FRA will work closely with the local jurisdictions |
| stations in Tucker and Lawrenceville make sense. The Northlake District in Tucker has access to I-285 | and will take their interests into account as the analysis |
| from three exits, the MMIP includes direct access to the express lane system from Northlake Parkway, | progresses. As of the date of this FEIS/ROD, neither a |
| and the I-285 Top End Transit Study proposes a BRT/Express bus station along Northlake Parkway. | Project proponent nor funding has been identified for Tier 2 |
| Commuter rail would be a natural fit. From a regional perspective, a station in Tucker makes more sense | analysis, which could consist of one EIS covering the entire |
| than duplicating existing rail access to Hartsfield-Jackson from Doraville. If the Tucker-Northlake CID can | Project area or multiple NEPA documents covering discrete |
| be of any assistance in helping fund Tier 2 of the study, please let me know. | improvements. |
| Name/Title: Timothy Gibbs; Robert Cook | |
| Agency: Charlotte Department of Transportation (CDOT); Charlotte Regional Transportation Planning C | Drganization (CRTPO); |
| The following comments are provided on the draft Environmental Impact Statement (DEIS) for the | Thank you for your comment. The FEIS/ROD has been |
| Atlanta to Charlotte Passenger Rail Corridor Investment Plan and were developed jointly by the | updated to add the two MPOs and to correct the name of |
| Charlotte Regional Transportation Planning Organization (CRTPO) and the Charlotte Department of | the CRTPO (refer to the Tier 1 DEIS Errata Table in the |
| Transportation (CDOT). The comments are not listed in any order of importance. | FEIS/ROD). FRA has selected the Greenfield Corridor |
| | Alternative as the Preferred Alternative in the FEIS/ROD. |
| 1. The document refers to five MPOs being located with the study area. There are seven. Please ensure | This alternative provides for high-speed rail with frequent |
| the Gaston-Cleveland-Lincoln MPO (GCLMPO) and the Rock Hill/Ft. Mill Area Transportation Study | service operating on dedicated tracks without at-grade |
| (RFATS) are identified in the final EIS. | roadway crossings, which best meets the Purpose and Need |
| | of the Project. FRA dismissed the other two Corridor |
| 2. The document refers to the Mecklenburg-Union Metropolitan Planning Organization. The MPO for | Alternatives; however, FRA and GDOT did leave open until |
| the Charlotte region was renamed the Charlotte Regional Transportation Planning Organization (CRTPO) | Tier 2 analyses of the exact route into Atlanta and |
| in 2013. The final EIS should make the correction. | confirmation of the route into Charlotte, as well as the |
| | location of stations and the choice of propulsion |
| 3. Three distinct corridor alternatives are identified. Will the Tier 2 process be flexible and allow for the | technology. North Carolina DOT and South Carolina DOT |
| consideration of a hybrid option? For example, a combination of the Greenfield Corridor and the I-85 | also support this Alternative. If FRA participates in the Tier 2 |
| Corridor. | analysis, FRA will ensure that sufficient analysis is done of |
| | any Project impacts to the natural environment, including |
| 4. The Charlotte Area Transit System (CATS) is preparing to move into the design phase for the proposed | |
| Silver Line that will provide service to Charlotte Douglas International Airport. The Silver Line will closely | and cumulative effects (ICE). The ICE analysis should take |
| parallel the project's sole alternative in Charlotte, particularly near the Airport. | into account other local initiatives, including the Silver Line |
| | and the CCOG's study. Finally, GDOT intends to eliminate, to |
| 5. The Centralina Council of Governments (CCOG) is scheduled to begin a regional transit study before | the extent possible, the number of at-grade crossings. That |
| the end of 2019 that will involve multiple counties in North Carolina and South Carolina, including three | analysis will also be part of any Tier 2 studies. As of the date |
| in the study area: Mecklenburg and Gaston in North Carolina and York in South Carolina. The Tier 2 | of this FEIS/ROD, neither a Project proponent nor funding |
| | has been identified for Tier 2 analysis, which could consist |

| Comment | Response |
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| phase of this project should account for this major initiative. | of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. |
| 6. The DEIS does not appear to analyze land use impacts of the Greenfield Corridor. Will the Tier 2 analysis do so? | |
| 7. Should it be assumed that the Greenfield Corridor will not include at-grade crossings? | |
| 8. Will the Tier 2 analysis provide an indirect and cumulative impacts assessment? | |
| Name/Title: Ramona Bartos | |
| Agency: North Carolina State Historic Preservation Office (NC SHPO) | |
| We are in receipt of the announcement of publication of the Tier 1 DEIS for the above-referenced undertaking. We have reviewed the materials presented and concur that the corridors selected for further study in Tier 2 appear to be appropriate within the State of North Carolina. We will look forward to coordinating with GDOT as it undertakes the additional, in-depth studies. | Thank you for your comment. Because this is a Tier 1 EIS, GDOT and FRA did not conduct project-level analysis on potential impacts to the human or natural environment. FRA has selected the Greenfield Corridor Alternative as the Preferred Alternative in the FEIS/ROD. This alternative |
| Please send all future correspondence on this matter to Deputy State Historic Preservation Officer Ramona M. Bartos at 4617 Mail Service Center, Raleigh, NC 27699-4617 or, preferably, by email to: environmental.review@ncdcr.gov. You will get an autoreply from that address to let you know that we got your request for review/comments and will respond accordingly. As we are a "one-stop" cultural/historic resources shop, we will ensure that above/below ground and submerged resources are considered by our staffs. | provides for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings, which best meets the Purpose and Need of the Project. FRA dismissed the other two Corridor Alternatives; however, FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into |
| Multiple previously recorded sites were identified along the three proposed corridor routes. Two of the proposed routes, Southern Crescent and I-85, would mostly be collocated within existing railroad or interstate ROWs and would likely have minimal impacts to eligible or unrecorded, but potentially eligible, archaeological resources. The Greenfield alternative, however, would extend through areas that have received little systematic survey and appear to contain landforms that have a high probability for archaeological sites. An archaeological survey of portions of the APE may well be recommended depending on the specific alternative that is selected. We, therefore, look forward to reviewing the APE of preferred alternative as the planning progresses and more information about areas of ground disturbance are identified. Given our experience with the Richmond to Charlotte section of the Southeastern High Speed Rail projects, we would also expect that additional architectural survey work will be needed within the APE once a Preferred Corridor is selected. The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800. | Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. As of the date this FEIS/ROD, neither a Project proponent nor funding ha been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. If FRA participates in the Tier 2 analysis, FRA will ensure that sufficient analysis is done of any Project impacts to the human and natural environment. At that time, FRA will als determine whether to merge the Section 106 and NEPA analyses, and will consult with the North Carolina SHPO and, if necessary, the Advisory Council on Historic Preservation. |
| Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number. | |

Name/Title: Frank Auman

Agency: City of Tucker, Georgia

| Comment | Response |
|--|---|
| The City of Tucker has been following the news of the Tier 1 Study of the Atlanta to Charlotte High | Thank you for your comment and for your support for the |
| Speed Rail corridor with great interest. The concept represents an economic game-changer for the | Project. FRA has selected the Greenfield Corridor |
| entire region and we certainly look forward to seeing it become a reality. As you know, Tucker is one of | Alternative as the Preferred Alternative in the FEIS/ROD. |
| the possibilities for a stop along this line as it travels into and out of Atlanta. Ours is a city with unique | This alternative provides for high-speed rail with frequent |
| highway access; Interstate 285 (with the planned Managed Lanes), US 29, US 78 and SR 236 all traverse | service operating on dedicated tracks without at-grade |
| Tucker, and we are a stone's throw from Interstate 85. We are also home to a highly desirable | roadway crossings, which best meets the Purpose and Need |
| commercial power center at the former Northlake Mall, which last week announced the first tenant in | of the Project. FRA dismissed the other two Corridor |
| its hundred-million dollar revitalization: Emory Healthcare is committed to bring 1,600 jobs to Tucker, | Alternatives; however, FRA and GDOT did leave open until |
| and is certain to be a catalyst for much more development in the next several years. Beyond just its | Tier 2 analyses of the exact route into Atlanta and |
| relation to Tucker, a line that passes through Athens (the Greenfield alignment) would be extremely | confirmation of the route into Charlotte, as well as the |
| valuable as a way to enable day trips for business or pleasure, without driving, from metro Atlanta and | location of stations and the choice of propulsion |
| points north. The attendant conveniences of being able to work, read and use electronic devices on the | technology. If FRA participates in the Tier 2 analysis, FRA |
| trip, while saving valuable parking space and costs, as well as the benefits to the environment, would | will work closely with the local jurisdictions and will take |
| make it certain to be heavily used by students, businesspeople and many others. As a descendant of the | their interests into account as the analysis progresses. As of |
| "Brain Train", it has the feel of something that would be a natural evolution for the region. For these | the date of this FEIS/ROD, neither a Project proponent nor |
| reasons, the Greenfield Alternative would be the ideal choice. If I, or our staff, can be of any help to you | funding has been identified for Tier 2 analysis, which could |
| in this process, please do not hesitate to reach out. | consist of one EIS covering the entire Project area or |
| | multiple NEPA documents covering discrete improvements. |
| Name/Title: Resolution | |
| Agency: City of Toccoa, Georgia | |
| WHEREAS the Georgia Department of Transportation (GDOT) and the Federal Railroad Administration | Thank you for your comment. FRA has selected the |
| (FRA) have recently released a draft study for a high-speed rail corridor that would extend from Atlanta, | Greenfield Corridor Alternative as the Preferred Alternative |
| Georgia to Charlotte North Carolina; and, | in the FEIS/ROD. This alternative provides for high-speed |
| | rail with frequent service operating on dedicated tracks |
| WHEREAS a 280 mile rail line between the two Southeastern cities of Atlanta and Charlotte could create | without at-grade roadway crossings, which best meets the |
| jobs, reduce air pollution and improve mobility for millions of passengers a year; and, | Purpose and Need of the Project. FRA dismissed the other |
| | two Corridor Alternatives, including the City's preference |
| WHEREAS the rail corridor expansion's purpose is to improve intercity passenger travel between Atlanta | for the Southern Crescent Corridor Alternative because its |
| and Charlotte by expanding the region's transportation system capacity and improving trip time and | geometry limited maximum speed, causing longer travel |
| reliability through high-speed passenger rail services; and, | times that are not competitive with existing modes of |
| | travel, and attracting a lower level of ridership. FRA and |
| WHEREAS the "Southern Crescent" route was one of the three proposed routes studied by the draft | GDOT did leave open until Tier 2 analyses of the exact route |
| report; and, | into Atlanta and confirmation of the route into Charlotte, as |
| | well as the location of stations and the choice of propulsion |
| WHEREAS the "Southern Crescent" route would follow the Norfolk Southern Railroad right of way North | technology. As the Project continues to develop, |
| of Interstate 85, with proposed six stations in Georgia: Toccoa, Gainesville, Suwanee, Doraville, | municipalities could consider studying the feasibility of |
| Downtown Atlanta and Hartsfield-Jackson International Airport, and two stations in South Carolina: | providing a connection to the Greenfield Corridor to allow |
| Spartanburg and Greenville on the way to Charlotte; and, | easier access to the service. If FRA participates in the Tier 2 |
| | analysis, FRA will work closely with the local jurisdictions |
| WHEREAS the Commission of the City of Toccoa has long supported expanding transportation options, | and will take their interests into account as the analysis |
| including rail service; and, | progresses. As of the date of this FEIS/ROD, neither a |
| | Project proponent nor funding has been identified for Tier 2 |

| Comment | Response |
|---|---|
| WHEREAS following public comment on the draft study, GDOT will prepare a final study and select a preferred corridor for the Atlanta to Charlotte line; and NOW THEREFORE BE IT RESOLVED by the governing authority of the City of Toccoa, Georgia, that as a | analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. |
| group and as individuals, the governing authority supports the high speed rail line utilizing the "Southern Crescent" route. | |
| RESOLVED this 28th day of October, 2019. | |
| Name/Title: Alyssa Durden | |
| Agency: City of Suwanee, Georgia | |
| The City of Suwanee appreciates the opportunity to provide input as a stakeholder agency on potential routes for Atlanta to Charlotte Passenger Rail. The City has reviewed the Tier 1 Draft Environment Impact Statements and is supportive of any of the three potential routes with a station location in the City of Suwanee. The location of a rail station in Suwanee is consistent with the Suwanee 2040 | Thank you for your comment. FRA has selected the Greenfield Corridor Alternative as the Preferred Alternative in the FEIS/ROD. This alternative provides for high-speed rail with frequent service operating on dedicated tracks |
| Comprehensive Plan. The Suwanee City Council approved a resolution on October 22, 2019 in support of the Atlanta to Charlotte Passenger Rail with a station location in Suwanee. I have enclosed a copy of this resolution. Please feel free to contact me if the Suwanee can be of any assistance as the project moves forward. 770-904-2271 / <u>adurden@suwanee.com</u> . | without at-grade roadway crossings, which best meets the Purpose and Need of the Project. FRA dismissed the other two Corridor Alternatives; however, FRA and GDOT did leave open until Tier 2 analyses of the exact route into |
| Resolution A RESOLUTION TO SUPPORT A PASSENGER RAIL STATION WITHIN THE CITY LIMITS OF SUWANEE; AND OTHER PURPOSES | Atlanta (one of which - the NS Approach - could potentially support a station in Suwanee) and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. As the Project continues to |
| WHEREAS, the Mayor and Council of Suwanee are supportive of the Atlanta to Charlotte Passenger Rail Corridor Investment Plan proposed by the Federal Railroad Administration and the Georgia Department of Transportation; and | develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. If FRA participates in the Tier 2 analysis, FRA will work closely with |
| WHEREAS, the Mayor and Council of Suwanee support the proposed location of a passenger rail station within the city limits of Suwanee; and | the local jurisdictions and will take their interests into account as the analysis progresses. As of the date of this FEIS/ROD, neither a Project proponent nor funding has |
| WHEREAS, the location of a passenger rail station in the City of Suwanee is consistent with the Suwanee 2040 Comprehensive Plan; and | been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. |
| WHEREAS, the Suwanee 2040 Comprehensive Plan provides a coordinated and comprehensive plan of the long-term goals, objectives and priorities of Suwanee; and | |
| WHEREAS, the Comprehensive Plan serves to promote the health, safety, morals, convenience, order, prosperity, and general welfare of the present and future inhabitants of the City of Suwanee; and | |
| WHEREAS, the City of Suwanee is willing to work with other agencies to establish passenger rail service to and from Suwanee; and | |

| Comment | Response |
|---|---|
| NOW THEREFORE, be it ordained and resolved and it is hereby resolved by the Mayor and Council of the | |
| City of Suwanee this the 22th day of October, 2019, Suwanee supports the location of a passenger rail | |
| station within the City of Suwanee. | |
| Name/Title: Brian Gist | |
| Agency: Southern Environmental Law Center (SELC) | |
| | Thank you for your comment. FRA and GDOT recognize the importance of the resource areas noted in the SELC's comments, including Cultural and Historic Resources and Environmental Justice Communities. Because this is a Tier 1 EIS, however, GDOT and FRA did not conduct project-level analysis on potential impacts to the human or natural environment. As of the date of this FEIS/ROD, neither a Project proponent nor funding has been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. If FRA participates in the Tier 2 analysis, FRA will ensure that sufficient analysis is done of any Project impacts to the natural environment, including any potential impacts to the resource areas identified in SELC's comments. FRA has selected the Greenfield Corridor Alternative as the Preferred Alternative in the FEIS/ROD. This alternative provides for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings, which best meets the Purpose and Need of the Project. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology, the decision on which will include an analysis of emissions. North Carolina DOT and South Carolina DOT also support this Alternative. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the 1-85 Corridor because while it performed better than the Southern Crescent Alternative. |
| travel and diverting significant traffic from these other modes. It appears the greatest benefits in this respect would result from the Greenfield and I-85 corridor alternatives, which are expected to have the | the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and |
| highest travel speeds and ridership, while not having to compete with freight rail services (as would be the case for the Southern Crescent alternative utilizing the existing Norfolk Southern line). By 2050, the Draft EIS estimates that the Greenfield alternative would divert 4.3 million automobile trips each year | attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 |

| Comment | Response |
|---|--|
| from the study area's highways, the I-85 alternative would divert 3.9 million auto trips, and the | presents engineering challenges due to corridor constrains |
| Southern Crescent option would divert 1 million auto trips. The Draft EIS also estimates that the higher- | around Greenville, SC that would require the Project |
| speed I-85 and Greenfield alternatives would respectively divert 8% and 10% of all air trips between | Sponsor to construct an elevated viaduct through the area. |
| Atlanta and Charlotte by 2050. In addition to reducing automobile and air travel delays, increasing the | |
| share of passenger rail in the study area would reduce transportation-related emissions of greenhouse | |
| gases (GHG) and other air pollutants. The transportation sector is now the nation's largest contributor of | |
| GHG emissions, and several study area localities remain in Clean Air Act "nonattainment" or | |
| "maintenance" areas for criteria pollutants. As a result, we note and support the inclusion of a specific | |
| element to "improve energy efficiency and air quality" in the Draft EIS's purpose and need statement, as | |
| well as recognition elsewhere in the document of the benefits passenger rail can provide in meeting this | |
| need. It will be crucial that the Final EIS and/or Tier 2 study include a comprehensive analysis of the | |
| project's anticipated effects on GHG and other air pollutant emissions in the study area, including | |
| analysis specific to the choice between diesel or electric locomotive technology. Environmental and | |
| Community Impacts. The Draft EIS indicates that each of the proposed corridor alternatives includes | |
| many communities and important environmental, historic, and cultural resources that warrant careful | |
| consideration in selecting a preferred corridor in this EIS and further study in a Tier 2 EIS or other future | |
| reviews completed for the project. Although the large scale of the environmental screening areas | |
| identified for the corridor alternatives make it inevitable that each will include many natural resources, | |
| there appear to be significant differences in the level of potential impacts between alternatives. For | |
| instance, potential impacts to aquatic resources in the study area—including wetlands, streams, and | |
| floodplains—are generally far greater for the Greenfield and I-85 corridor alternatives than the Southern | |
| Crescent route along the existing Norfolk Southern alignment. The Greenfield alternative also has the | |
| potential to impact far more natural habitat than the other options under review. We urge you to | |
| carefully consider these potential effects in selecting a preferred corridor alternative, as well as any | |
| available options to avoid or minimize impacts to these resources in more detailed future studies. | |
| Moreover, across all corridor alternatives the Draft EIS indicates that the CSX Atlanta Approach option is | |
| expected to result in much greater impacts to aquatic resources and natural habitat than the Norfolk | |
| Southern Approach. For example, potential wetlands impacts from the Southern Crescent alternative | |
| increase from 45 acres following the Norfolk Southern Approach to 100 acres under the CSX Approach | |
| option, with similar increases for the Greenfield and I-85 alternatives and various other natural resource | |
| types. While we understand that a decision on the preferred Atlanta approach option is planned to be | |
| deferred to the Tier 2 study, these initial results raise major questions about the CSX Atlanta Approach | |
| that will need to be addressed before this option is advanced any further. The Draft EIS similarly shows | |
| that each of the proposed corridors include a substantial number of communities and historic and | |
| cultural resources, including many block groups that qualify as minority or low-income environmental | |
| justice communities. While enhanced passenger rail service would benefit many study area residents, it | |
| also has the potential to cause adverse effects from increased noise and vibration, visual impacts, and in | |
| some cases, more direct property and relocation impacts. Careful consideration is needed of these | |
| potential impacts in selecting a preferred corridor for this project, and of any available options to avoid | |
| or minimize these impacts in a future Tier 2 study and in the development of the project's specific | |
| alignment and design. The results of the Draft EIS analysis present difficult questions about the relative | |
| benefits and drawbacks of the proposed corridor alternatives. Quite simply, there are some significant | |

| Comment | Response |
|---|--|
| benefits and serious problems with each alternative. The I-85 and Greenfield alternatives would | |
| produce the greatest benefits in terms of increased passenger rail speeds, ridership, and revenue, as | |
| well as reducing greenhouse gas emissions and other air pollutants; yet these options would result in | |
| greater impacts to many natural resources and would be far more expensive to build. According to the | |
| Draft EIS, the I-85 alternative would be particularly costly due to the challenges involved with | |
| constructing new passenger rail lines around—and within the footprint of—the existing interstate. In | |
| contrast, the Southern Crescent alternative would be much less expensive and could be accommodated | |
| largely within existing Norfolk Southern right-of-way, yet would be hampered by continuing to share rail | |
| lines with freight services and other factors that would limit potential speeds and train frequencies— | |
| and thus would generate lower ridership and less pollution reduction. Based on these results, the | |
| consideration of additional "hybrid" options that incorporate elements of multiple alternatives may be | |
| warranted in this Tier 1 study before a preferred corridor is selected. Potential options for further study | |
| include an I-85 focused option that incorporates new Greenfield segments in certain areas where | |
| retrofitting existing interstate right-of-way with new rail lines would be particularly difficult and costly, | |
| and additional Southern Crescent-Greenfield hybrid options to improve travel speeds and reduce | |
| conflicts between freight and passenger services along the existing Norfolk Southern corridor. As noted | |
| above, we also urge you to further refine any alternative that is advanced to Tier 2 study to minimize | |
| any remaining impacts to communities and natural, historic, and cultural resources in the corridor. | |
| Given the significant time and cost that will likely be required to fully implement passenger rail | |
| improvements in the study area, we also support the development of a phased approach to funding and | |
| implementing the project in the Tier 2 study. In developing phasing plans, we encourage you to consider | |
| not only dividing the corridor into segments, but also phasing of technological improvements (such as | |
| shifting from diesel to electric locomotives at a later date if such a shift is not feasible in the near-term), | |
| as well as phasing of the types of passenger rail services offered (such as potentially starting with new | |
| commuter rail service in key metro areas before extending to corridor-wide upgrades). Thank you for | |
| your consideration of these comments, and we look forward to continuing to participate as this | |
| important project moves forward. | |
| Name/Title: Resolution | |
| Agency: Stephens County, Georgia | There is your ferry and an and the selected the |
| A RESOLUTION SUPPORTING THE GEORGIA DEPARTMENT OF TRANSPORTATION (GDOT) AND THE | Thank you for your comment. FRA has selected the |
| FEDERAL RAILROAD ADMINISTRATION (FRA) FOR A HIGH-SPEED RAIL CORRIDOR WHEREAS, the Georgia Department of Transportation (GDOT) and the Federal Railroad Administration (FRA) have recently | Greenfield Corridor Alternative as the Preferred Alternative |
| | in the FEIS/ROD. This alternative provides for high-speed |
| released a draft study for a high-speed rail corridor that would extend from Atlanta, Georgia to Charlotte, North Carolina; and | rail with frequent service operating on dedicated tracks |
| | without at-grade roadway crossings, which best meets the Purpose and Need of the Project. FRA dismissed the other |
| MULEREAS, a 200 mile milling between the two Southeastern sition of Atlanta and Charlette sould | |
| WHEREAS, a 280 mile rail line between the two Southeastern cities of Atlanta and Charlotte could | two Corridor Alternatives, including the County's |
| create jobs, reduce air pollution, and improve mobility for millions of passengers a year; and | preference for the Southern Crescent Corridor Alternative |
| WHEREAS the corrider expansion numbers is to improve intersity personger travel between Atlante and | because its geometry limited maximum speed, causing |
| WHEREAS, the corridor expansion purpose is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip lime, and | longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. |
| reliability through high-speed passenger rail services; and | FRA and GDOT did leave open until Tier 2 analyses of the |
| i renavnity til ough high-speed passenger fan services, dilu | exact route into Atlanta and confirmation of the route into |
| | exact route into Atlanta and committation of the route into |

| Comment | Response |
|--|---|
| WHEREAS, the "Southern Crescent" route was one of the original proposed routes studied by the draft report.; and | Charlotte, as well as the location of stations and the choice of propulsion technology. As the Project continues to develop, municipalities could consider studying the |
| WHEREAS, the "Southern Crescent" route would follow the Norfolk Southern Railroad right of way North or Interstate 85, with proposed six stations in Georgia: Toccoa, Gainesville, Suwanee, Doraville, Downtown Atlanta and Hartsfield-Jackson International Airport, and two stations in South Carolina: Spartanburg and Greenville on the way to Charlotte; and | feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. If FRA participates in the Tier 2 analysis, FRA will work closely with the local jurisdictions and will take their interests into account as the analysis progresses. As of the date of this |
| WHEREAS, the Stephens County Board of Commissioners support expanding transportation and rail services; and | FEIS/ROD, neither a Project proponent nor funding has been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA |
| WHEREAS, the Georgia Department of Transportation (GDOT) prepared a final study and selected a preferred corridor for the Atlanta to Charlotte line; and | documents covering discrete improvements. |
| NOW, THEREFORE BE IT RESOLVED that the Stephens County Board of Commissioners, supports the high speed rail line utilizing the "Southern Crescent" route. | |
| Name/Title: Natalia Rosario | |
| Agency: City of Spartanburg, South Carolina | |
| I am the city planner for the city of Spartanburg. We would be supportive of a stop/station in Spartanburg County or Spartanburg City, and are supportive of the project overall. During our Comp Planning Process we will conduct exercises considering the Downtown (Norfolk-Southern) and 585/Milliken stop. Personally I would be thrilled for this to happen, even without a stop in Spartanburg - it would be amazing for the development and economic opportunity for the entire Piedmont-Atlantic. I would prefer a stop in the City, but I am most supportive of the I-85 option. The Greenfield option would not take the advantage of existing infrastructure/regional modes/transit connections. I would also want to see as least amount of added environmental impact as possible and would be appreciative of the possibility to alleviate traffic congestion along I-85. This project will change the upstate radically - regardless of how many stops are placed here. Transit Oriented Development for the win. I hope I see this come to fruition during my lifetime. | Thank you for your comment and for your interest in the Project. FRA has selected the Greenfield Corridor Alternative as the Preferred Alternative in the FEIS/ROD. This alternative provides for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings, which best meets the Purpose and Need of the Project. FRA dismissed the other two Corridor Alternatives, including the City's preference for the I-85 Corridor Alternative; however, the exact alignment of the Greenfield Corridor Alternative including the route into Charlotte will be defined in a future Tier 2 analysis. FRA dismissed the I-85 Corridor because while it performed better than the Southern Crescent Alternative, the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. In particular, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. North Carolina DOT and South Carolina DOT also support this Alternative. As the Project continues to develop, municipalities could consider studying the |

| Comment | Response |
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| Nome (Title: Dhillindler | feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. If FRA participates in the Tier 2 analysis, FRA will work closely with the local jurisdictions and will take their interests into account as the analysis progresses. As of the date of this FEIS/ROD, neither a Project proponent nor funding has been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. |
| Name/Title: Phil Lindler Agency: City of Greenwood, South Carolina | |
| The Greenfield route should be chosen for the following reasons: More affordable route, less development in the area to have to build around; the area south of I-85 will be the high growth population areas over the next 50 years, prime area for urban village, economic generator around the few upstate stations, more opportunities to connect with high population areas and accessibility by all of the upstate. | Thank you for your comment and support. FRA has selected the Greenfield Corridor Alternative as the Preferred Alternative in the FEIS/ROD. This alternative provides for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings, which best meets the Purpose and Need of the Project. FRA dismissed the other two Corridor Alternatives; however, FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Name/Title: Scott Neisler, Mayor | |
| Agency: City of Kings Mountain, North Carolina | |
| I want to talk about the total project, really. I became aware, on a recent visit to Atlanta, that we are not going to be able to construct enough lanes to take care of all the traffic that needs to be taken care of, so rail traffic is another means for people to be transported. I have read the study. I think it's a very good study. It's obvious that the Crescent route is not the optimum route, even though it's the cheapest. But I do believe that the Greenfield does not take care of the population that it should take care of; therefore, I'm for the I-85 corridor. It's where the population resides. I believe it will take traffic off of I-85. I think it's the best option for us. I obviously would also like, because I'm from Kings Mountain, North Carolina, to be able to have a Park and Ride from the west of Charlotte to be able to go to Atlanta. So I would like to have a station placed in Kings Mountain as well as Gastonia, then they have the one at the Charlotte Douglas Airport and then the Gateway. Let me think if there is anything else. So I believe that there could be a smorgasbord corridor made up at Greenfield when it makes sense for a | Thank you for your comment and for your interest in the Project. FRA has selected the Greenfield Corridor Alternative as the Preferred Alternative in the FEIS/ROD. This alternative provides for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings, which best meets the Purpose and Need of the Project. FRA dismissed the other two Corridor Alternatives, including the City's preference for the I-85 Corridor Alternative; however, the exact alignment of the Greenfield Corridor Alternative including the route into Charlotte will be defined in a future Tier 2 analysis. FRA |

| Comment | Response |
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| right-of-way and I-85, because of picking up the population, to lessen the cost of the I-85 corridor because it's 15, 16 billion dollars and the other is 6 to 7 billion. I think that's about all I want to say. The time for passenger rail is now. So it might be that we start a service on the Norfolk Southern route first, just to get it started; to get people used to being on rail. Even though it takes longer, it's much more convenient and much more relaxing than being on 85, and I think it would relieve the 85 congestion. Somehow we have got to convince Norfolk Southern that it can be a money-making venture for them. They have been unwilling to talk about passenger rail, yet their tonnage for coal freight has been going down. Why can't we put passenger rail on to make up the difference of the losses from coal freight? | dismissed the I-85 Corridor because while it performed better than the Southern Crescent Alternative, the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. North Carolina DOT and South Carolina DOT also support this Alternative. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. If FRA participates in the Tier 2 analysis, FRA will work closely with the local jurisdictions and will take their interests into account as the analysis progresses. As of the date of this FEIS/ROD, neither a Project proponent nor funding has been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA |
| Name/Title: Nicholas Zviovich | documents covering discrete improvements. |
| Agency: U.S. Representative Lucy McBath | |
| I am working with a Congressman's office who is representing a district the proposed railway will pass through. We are trying to get as much information as we can regarding the proposal and I was wondering if you could send me the meeting materials or any other pertinent information as updated. Thank you and I look forward to hearing from you soon! Please contact me at: Nicholas.Zviovich@mail.house.gov | Thank you for your comment and for your interest in the Project. Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. On November 11, 2019, GDOT staff had a call with staff from U.S. Representative Lucy McBath's office. During the meeting, GDOT staff shared the meeting materials from the Atlanta to Charlotte Tier 1 DEIS Open House. |
| Name/Title: Alex Mitchem, City Administrator | |
| Agency: City of Auburn, GA | |
| The City of Auburn would like to be considered for a surface transportation station/connection to the nearest rail station to enable its citizens to benefit from the proposed Atlanta to Charlotte Rail service. The City would like to be included in any network based on the final plan chosen for deployment. Please contact us if you need additional information on the City and its proposed plans that can include a station in a mixed-use development. The station would offer retail opportunities and excellent last mile connections. Contact Alex Mitchem, City Administrator or Jay Miller, City Planner @770-963-4002. | Thank you for your comment and for your interest in the Project. FRA has selected the Greenfield Corridor Alternative as the Preferred Alternative in the FEIS/ROD. This alternative provides for high-speed rail with frequent service operating on dedicated tracks without at- grade roadway crossings, which best meets the Purpose and Need of the Project. FRA dismissed the other two Corridor Alternatives; however, FRA and GDOT did leave |

| Comment | Response |
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| | open until Tier 2 analyses of the exact route into Atlanta (one of which – the CSX Approach - could potentially support a station in Auburn) and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. If FRA participates in the Tier 2 analysis, FRA will work closely with the local jurisdictions and will take their interests into account as the analysis progresses. As of the date of this FEIS/ROD, neither a Project proponent nor funding has been identified for Tier 2 analysis, which could consist of one EIS covering the entire Project area or multiple NEPA documents covering discrete improvements. |

Tier 1 DEIS Public Comment Matrix with GDOT and FRA Responses to Public Comments

| Date | Type | Submitted Comment | GDOT and ERA Response |
|-------------------|-------------------------------|---|--|
| Date 11/3/2019 | Type Web Comment | Submitted Comment Greenfield is a horrible option. Just from viewing the maps, it looks like Georgia is just looking to get to Charlotte in record time at the expense of South Carolina and South Carolinians. And, cutting in to access GSP runs rail lines into Five Forks - one of the most popular Greenville suburbs and recently ranked the number one place to live in all of South Carolina (see Niche.com). No way there won't be a huge fight. If you select Greenfield every local, state and federal election will have this as an issue. We will organize. We will get environmental groups involved to protect our rivers and wildlife. You don't need this kind of fight and the delays it will cause. Please chose I-85 option or revamp the Crescent option so it can be high- speed. | GDOT and FRA Response Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 performed better than the Southern Crescent Alternative, the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 presents engineering challenge |
| 11/4/2019 | Web Comment | Having another reasonably priced alternative between Atlanta and Charlotte is a must in the future. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | Please implement a version of this project. In my opinion rail travel is an essential option for our nation's function as climate change continues. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | Build the high speed rail with a stop in Anderson !!! After living in Germany for the past 9 years affordable high speed rail service between these two major hubs would alleviate a lot of traffic and make air travel viable for many more people. Modern high speed trains are game changers. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | Yes yes and yes! Light rails are a great way to fight climate change and are a cheaper alternative to flying. A stop in Tucker would be awesome! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. This Project would be an intercity rail project. Light rail refers to urban rapid transit systems. |
| 11/4/2019 | Web Comment | I hope that there are stops along the way so that it serves the whole public other than just the two end points. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | Would like to see path through Greenville, SC, on way from Atlanta to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/4/2019 | Web Comment | Sounds like a great plan | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|-----------|----------------|--|--|
| 11/4/2019 | Web Comment | I think it's a good idea. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | Atlanta is drowning in traffic. Please do ANYTHING and EVERYTHING to add more transit, especially high speed rail like this. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I'm thrilled that this is a possibility for Anderson County! I'm a county native and lifelong upstate resident, so I can attest firsthand to the traffic and congestion that come from the Atlanta to Charlotte I-85 corridor. It would be wonderfully convenient, environmentally friendly, and measurably safer for our citizens if we were to take advantage of such a development! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | Bringing passenger rail back to Tucker would be great! Tucker is easy to get to from all major roads and is an up-and-coming city. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I think a corridor transit rail to Charlotte would be a great idea. Charlotte is beginning to boom and it would give Atlanta a great way to get there fast. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | High speed rail options like this make SO MUCH sense. Please, please , please - do this! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I love the idea of high speed rail to Charlotte and beyond. Tucker, GA makes sense as a hub due to the easy access for the Metro Atlanta area. Tucker is 20 minutes from anywhere, has a strong and supportive local government and there is room for it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I am commenting in support of this proposal for a train. Many people commute and this would offer an alternative to driving. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/3/2019 | Web Comment | I am all in favor of this system, as long as it reduces our carbon footprint and overcrowded road system by reducing automotive use. To use it as a means to attract more people to these areas would be a waste of energy and money. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|-----------|----------------|---|---|
| 11/3/2019 | Web Comment | It's good initiative to have speed rail route between Charlotte to Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | Greenfeld or 85 option. All three are great options. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requeries, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | Please make this a reality, the sooner the better, and take it from airport to airport if at all possible. We can't continue to add more cars and concrete on this corridor. I love the most scenic route. I took the high speed train from Avignon, France, to Paris last summer. Sleek, quiet, efficient, a piece of cake!!!so glad people are thinking ahead instead of just ten years down the road. Get some traffic off the road and make it convenient enough for people to use it. Please look at places besides America to see the efficient and effectiveness of these high speed trains. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | I regular travel by train between Atlanta and Raleigh (visiting my family). The seat pitch better then flying for my 6'5" frame and the fare is often cheaper. Generally I catch the Crescent on a Thursday night after work and take it to Greensboro . I then layover for the Carolinian to Raleigh. I'll catch a movie with my family and return the next day in the 3:00 Piedmont and transfer to Greyhound, arriving in Atlanta Sunday morning around 3 so I can make work at 9:30 that morning. Would love more rail options that connect with the NC trains. A late afternoon departure from Charlotte would mean I could forgot returning by bus. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarizes will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | Rapid rail between Atlanta and Charlotte would relieve the congestion on I-85! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Platiled frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | This is a great idea! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/2/2019 | Web Comment | We really need this in our area not only for business growth, but for the transport opportunities it will bring to our population. There is no easy way to get to Atlanta or Charlotte without fighting traffic accidents and delays. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/2/2019 | Web Comment | This would relieve traffic headed to Atlanta and Charlotte Airports. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | I travel from Charlotte to Atlanta by car on a frequent basis to visit my child (college student at Emory University). My husband, who is employed by Bank of America, works at the Charlotte based bank headquarters but he also occasionally works at the Atlanta Bank of America office. In addition to Atlanta, we have family in Northern VA and Richmond whom we visit regularly. We would HEARTILY welcome a faster, safer and more efficient way to travel to all of these locations. This corridor is one that is long overdue for improved infrastructure and mass transit. There would certainly be enough demand to make it a worthwhile investment, especially if the fastest option is chosen. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Great idea. Have been awaiting this matter to move forward. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Wish to hear more. Athens is a natural hub but Toccoa has history with the rail. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DT and South Carol |
| 11/1/2019 | Web Comment | This is the most cost effective route. It it much needed for our state. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | A railroad line connecting Atlanta to Charlotte would be positive for both states. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Haven't to long been finding out about this. What do I need to do? | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/1/2019 | Web Comment | Greenfield Alternatives seem preferably given travel time, number of round trips per day, and forecasted annual ridership. This project should | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEI5/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. 40 CFR § 1502.14(c) requires that Environmental Impact Statements include an analysis of the no action alternative. |
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| 11/1/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Everyone loves trains 🆤 🖤 | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I enthusiastically support high-speed rail between Atlanta and Charlotte. Passenger rail is the most energy-efficient way to transport persons. If this service were provided, travelers would find it much easier and more convenient than air travel or driving between these two cities. Passenger rail is a pleasure that few Americans are conscious of any more. For the sake of our planet, that needs to change. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Strongly support the alignment that enables the high speed option. The project is worthwhile only if it reduces the travel time to Charlotte significantly. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | This would make it easier to visit family in the Atlanta, Commerce, Winder areas | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Would definitely take advantage of a high speed rail from Atlanta to Charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I support the creation of a high-speed rail in Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/1/2019 Web Comme | Yes! Please! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/31/2019 Web Comme | Looks like a great opportunity for the upstate. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 Web Comme | We need high speed train | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 Web Comme | We want the high speed rail service in Anderson! It would be an amazing asset that my family would use often. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 Web Comme | Wonderful idea and needs to happen. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 Web Comme | Just incredibly excited about the possibility of this! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 Web Comme | I don't want to see another Greenville but a rail system in Anderson would be a big boost fore the economy of Anderson | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 Web Comme | to Charlotte and other regional cities. Functioning transit helps our economy and should be supported by government. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 Web Comme | I think any of the high speed transit options would be fantastic! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the tere exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | I think the idea of having alternative travel options for long distances is always a good plan. I having been wanting a highspeed rail train in GA for so long. It would provide a great option for exploring other areas of GA and NC with out having to plan for driving. Also it expands the options for flight travel when other airports can be accessed with having to drive. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT |
|------------|----------------|--|--|
| 10/30/2019 | Web Comment | | Charlotte, as we as the location of stations and the choice of propulsion technology. Notific action and sharpoint Carlona DDI also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I propose a high speed railway. I think it's an excellent idea & great use of money! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I support having a high speed rail stop in Anderson and would use it frequently to visit grandchildren in Charlotte and attend events in Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the act route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | Rease refer (below) to a recent letter 1 sent to 5/r Richard Branson concerning this very topic. Dear Mr. Branson, Thank you for your commitment to innovation in the transportation industry. Having spent most of my adult life working in transportation, i understand the importance of developing better, more efficient methods of both human and cargo transport. I often wonder why more people don't use traina spart of their daily commuter mix and the answer 1 have come to is that trains, in their current form, do not fit seamlessi, into curransportation equation. If people are to embrace trave by rail, then travel by rail must bridge the gap conveniently and cost effectively between air travel and travel by automobile. My leads is to build a Maglet train system down the median of major interstat corridos arcsost between automobile and air travel can be ableed. For example, a major north/ south, East Casat interstate in the U.S. is 163. My vision would be to build a north and southbound ELVEMPL Maglev trad. Sown the median of this interstate with of /f on ransport deviation to relive is an egine to pull a series of cars, each Maglev case not void operate independently. A scenario of how this would work is a follows: A passenger in New York City wants to trave to UKE 7 him Beach, FL as cheaply, conveniently and expediently as possible. They chones to drive their automobile to the nearest southbound track and enters that station in Savannah, GA to stretch and grab a bito to ext. They push a buton conveniently located within their reach which instructs the rard work with passenger with Ski, has lunch and uses the react with the mass southbound track and enters the station in Savannah, GA to stretch and grab able to ext. They push a buton conveniently located within their reach which instructs has a design their journey. Angle we way the passenger with Ski Able Sha and uses the reach cert is nearest net foldowing the weak the station. The trace weak the indide distation. The trace weak term in a southbound track and eno | The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system." This is a proven, well-established technology. FRA and GDOT wish to avoid delay in implementing service in the corridor while new technology is developed, tested, and refined. |
| 10/30/2019 | Web Comment | I travel by train a lot - I would love to see the federal and state authorities force freight companies to give Amtrak and any future passenger rail full priority and RoW. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Legislatioin giving priority to passenger rail over freight rail is outside of the scope of this Project. |
| 10/30/2019 | Web Comment | I strongly support moving forward with the high speed rail project connecting The I-85 corridor major cities. I look forward to following. The progress of the project and will continue to offer up my opinion when GDOT asks for public input. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I am personally very excited about the prospect of a passenger rail system from Atlanta to Charlotte and am very interested in hearing more concerning this plan. This seems to be a positive initiative and a forward-thinking plan for the state that will benefit a large population of citizens across Georgia and the Carolinas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | A rail line from Charlotte to Atlanta through Greenville is a wonderful idea. There are daily issues on I-85, which is inadequate for the traffic it | Theology for your support A Declored Alternative has been identified in the FTP (DOD)-(-(-++) |
|------------|----------------|---|--|
| 10/30/2019 | Web Comment | A rail line from Charlotte to Atlanta through Greenville is a wonderful idea. Inere are daily issues on F85, which is inadequate for the traffic it handles. The route that stops at GSP seems like a good idea, but any of them would be an improvement. I would use it, providing the times are convenient. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | l am for the train from Charlotte to Atlanta and would like to see it move forward immediately. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I am greatly in favor of more rail options in GA. A properly implemented rail would be the best traffic-reducing solution. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | High speed rail Charlotte to Atlanta. We're decades behind Europe. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I think this would be a great transportation idea for our SC upstate. A lot of people don't like driving through Atlanta and Charlotte. This would make such an easier way getting to/from the airports. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I think this would be an amazing idea! I just would want you all to make sure it wouldn't end up being like the mess out in California. I also think stops in Athens and Clemson would be a cool addition. To better serve college students in these isolated college towns. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | Please have a stop in our beautiful Anderson County! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | Yes, I believe that transportation would be much easier and cheaper | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Rosses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | Public transportation from Athens to Atlanta is much needed. It would bring revenue, with people shopping and traveling on both ends of the train. This can't come fast enough. 2050 is actually too far out. This was needed in 2000. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives, although FRA and GDOT did leave undecided in further stages of Project Development. All comments regarding preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarizes will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/30/2019 | Web Comment | In favor of high speed rail | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altatna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/30/2019 | Web Comment | I fully support an Atlanta to Charlotte rail. Connecting two major airports will increase options for travelers to pick the best flights for their needs. It would also increase and diversify job opportunities in each city and those along the corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | Would definitely use a rail network between ATL and CLT | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | About time. Just do it already. It's time to truly live up to the reputation of being a one of the largest metropolitan area in the country. Atlanta's metro transportation outreach to surrounding areas is nil. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I think this is a great idea that has tremendous potential to reduce automobile traffic along the I-85 corridor around Charlotte, Greenville, Spartanburg, and Atlanta as well as the likely reduction of automobile fatalities along this stretch of the interstate system. As someone who travels to Atlanta annually for DragonCon I relish the day when I no longer have to make that drive, especially since I had an accident a year ago in which I was rear ended by a semi-truck and trailer. If passengers have the ability to bring luggage, assuming storage locations will exist within the train cars, then I say bring it on! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | Would love to see a high-speed rail link down the CLT to ATL corridor. I fly out of ATL plenty, and I would ride the link instead of driving. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will requencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | Please make this happen. It's time for the US to join other developed nations. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | This is absolutely a wonderful idea and I would love to see high speed rail from Atlanta to Charlotte connect through the Anderson/Greenville area. Ideally with a stop in Anderson. America is so behind the times on high speed rail and Anderson would greatly benefit from this connection to two major cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/29/2019 | Web Comment | This is absolutely a wonderful idea and I would love to see high speed rail from Atlanta to Charlotte connect through the Anderson/Greenville area. Ideally with a stop in Anderson. America is so behind the times on high speed rail and Anderson would greatly benefit from this connection to two major cities. This would be helpful for travel. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/29/2019 | Web Comment | | Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/29/2019 | Web Comment | I think a Corridor stop in Anderson would be a great economic stimulus to our city. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | This is absolutely a wonderful idea and I would love to see high speed rail from Atlanta to Charlotte connect through the Anderson/Greenville area. Ideally with a stop in Anderson. America is so behind the times on high speed rail and Anderson would greatly benefit from this connection to two major cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | Wonderful plan. | Thank you for your support. A Preferred Alternative has been identified in the FEI/ROD (refer to Section 2.1 in the FEI/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEI/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | A high speed rail line that stops in Anderson SC will benefit the community. Public transportation and access to Greenville, Charlotte, and Atlanta is something that I will welcome. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | It would be great for business in Anderson for there to be a stop. I would also love the opportunity to be able to travel to Atlanta or Charlotte for the day or weekend and not have to worry about traffic. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/29/2019 | Web Comment Web Comment | Great Idea! Please bring to Anderson S.C. Would love to have the express stop in Anderson. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Butlough exact soute into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comments regarding Preferred Alternatives been identified in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative. Detailed frequencies, schedules, and fares will be developed in furth |
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| 10/29/2019 | Web Comment | Let's do it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/RDD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | As a lover of trains and transplant from the Northeast, seeing this initiative warms my soul. I recently made the drive from Atlanta to Charlotte and thought, this would be so much lovelier on a train. As the roads become more congested with cars, I believe a line from Atlanta to Charlotte and thought, this would be so much lovelier on a train. As the roads become more congested with cars, I believe a line from Atlanta to Charlotte and as a wonderful solution. I hope that the future project is environmentally friendly and affordable, but I am simply just happy that it is in the works. To whoever is reading these comments, I wish you the best of luck and know that you are doing great work! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I believe this is a great idea and I fully support this. The southeast needs to modernize its transportation system and a rail line between ATL and CHA would be great. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | GSP as a train and air hub seems optimal. We need this modernized option for transport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

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| 10/29/2019 | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | or concerts and tourism. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | | This railway is a fantastic idea. Mass transportation saves money, reduces traffic, and reduces carbon emissions from high concentration of driving. Especially coming from Atlanta, there are many major cities and hubs that could benefit from this rail system. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | | treasures that many people are not aware even exist. Until my Grandmother moved to Hartwell, GA I had no idea it existed, much less how beautiful | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| Web Comment | I would like to voice my personal support to continue to pursue this project of connecting Atlanta to Charlotte with Greenville as a designated midpoint. Such a plan would allow Greenville's growing population to access the larger surrounding cities in an economically and environmentally friendly way. By doing so, this promotes greater collaboration in the larger interstate area which would drive further growth and development, especially among the demographics that otherwise don't have access to moving between cities for opportunity. With focus on ROI in terms of population productivity, environmental resources, and construction costs, I imagine this project will have a great chance of succeeding. Thank you for allowing me to participate. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Web Comment | I believe this would improve the quality of life in this area by reducing commute times and reducing congestion. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Web Comment | We need high speed rail! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | If it comes through Anderson, I'm sir it would be a welcome alternative. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | BUILD IT! We've been waiting for this since it dubbed the "Brain Train" over a decade ago. At this point I don't care which option you choose, but I would like that you would have better adoption and ridership if you routed through Greenville and Athens on the route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | Our community has a stop now. New route will give us new destination. Great way to expose our town. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Comment Web | midpoint. Such a plan voluid allow Greenville's growing population to access the larger surrounding cites in an economically and evelopment, especially among the demographics that otherwise don't have access to moving between cites for opportunity. With focus on BCI in terms of population to access the integrine tractate area with how of all work integrine the demographics that otherwise don't have access to moving between cites for opportunity. With focus on BCI in terms of population to access the integrine this project will have a great thance of succeeding. Thank you for allowing me to participate. web tabeleve this would improve the quality of life in this area by reducing commute times and reducing congestion. Web tabeleve this would improve the quality of life in this area by reducing commute times and reducing congestion. Web This is absolutely a wonderful idea and I would have to see high speed rail from Attents to Charlotte connect through the Anderson/Greenville area. Web This is absolutely a wonderful idea and I would have to see high speed rail and Anderson would greatly benefit from this connection to two major cites. Web We need high speed rail! Web Comment If it comes through Anderson, f'm sir it would be a welcome alternative. Web SULD ITI We would have better adoption and ridership if you routed through Greenville and Athens on the route. Web Our community has a stop now. New route will give us new destination. Great way to expose our town. |

| 10/29/2019 | Web Comment | I think a high speed rail ATL to Charlotte is a great idea. In support of it. We need one to Chattanooga too while you're at it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. A Tier 1 Combined Final Environmental Impact Statement and Record of Decision (Tier 1 FEIS/ROD) was issued for the Atlanta-Chattanooga corridor in August, 2017, and is available on both GDOT's and the FRA website. This is similar to this FEIS/ROD for the Atlanta-Charlotte corridor. To date, no funding has been identified for a Tier 2 EIS, the next stage in the Project Development process, for either corridor. |
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| 10/29/2019 | Web Comment | Just do it | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | l am in favor of rail system which is the most advanced as possible . | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatnatian of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I think speed should be the focus. If it takes just as long or longer than a drive or flight, it seems pointless | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | Build It. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I strongly support this project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I am in support of the high speed rail. It will give us an option for greater mobility I'm the region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives well as the location of stations, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | We need more rapid transit and our environment needs more rapid transit. This would be a start. The Northeast US and Europe have very convenient and comfortable trains. If we subsidized trains like we do cars and planes, we could create a terrific transportation network. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/28/2019 | Web Comment | The Southern Crescent Corridor should not even be an option. The estimated number of travelers would kind of defeat the purpose of this project. The value i this project is keeping the most number of people of the roads. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | All in on rail transportation!! Especially anything that would cut traffic on I-85!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | This is to let you know that I am totally in favor of high-speed rail in the Southeast and believe it would do much to take cars off the road (meaning less Interstate traffic) and reduce air traffic (less pressure on airports and airspace). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Please give citizens a transportation alternative I e Europe has been setting an example for decades | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I would LOVE to be able t take a train to Charlotte and Atlanta. Please make this happen ASAP! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Trains are the future. We should embrace passenger rail like 100 years ago. Please build rail on the Southeast! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I work in financial services and spend a significant amount of time traveling between Atlanta and Charlotte. Every minute I spend driving between the two cities is completely lost productivity. Even if the route takes 1.5 times total travel time, I would not only utilize the service but increase the frequency with which I travel between the two metro areas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | This is a wonderful idea that my family has talked about for at least 20 years. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I wanted to affirm my support for the Atlanta to Charlotte High Speed Rail and also take the moment to support any other rail projects that GDOT may have planned. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/28/2019 | Web Comment | Please start building high speed rail between Atlanta and Charlotte ASAP | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | I strongly support the creation of high speed rail linking Charlotte and Atlanta to further fuel economic growth in the region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Can't think of a smarter route than connecting the three airports. With parking, waits, security and tarmac congestion, it'd give travelers alternatives as the entire region connects. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I support the project. I am support projects that increase mobility in Georgia and increase connectivity. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be sumarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | The plan that includes Tucker and Lawrenceville as a station is fantastic | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. will requine a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I would love to see the rail from Atlanta to Charlotte. To ease more traffic I'm Atlanta, we should make a bypass around the city for vehicles coming from Chicago and NYC going to the airport or to Florida. An example is i540 in Raleigh going around the city to the airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I'm all for this! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Please please please do this. It will save millions in maintenence on roads (especially 316) and is much more sustainable than personal vehicles | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I think this is a great idea! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/28/2019 | Web Comment | I do not think the Souther Crescent would be the smartest option. While it is cheap, I think the entire idea behind a train route like this would be to limit the time it takes to travel from Georgia to NC. I would much rather the DOT spend more money creating something convenient than less money creating something that most likely won't be used as much. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | at time dangerous. | Thank you to your support. A Pretered Alternative has been meanined in the PES/NOD (teer to Section 2.1 mile PES/NOD) and it is for high speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissions de the two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Charlotte to Atlanta PLEASEI I have so many friends in NC and the idea of this is amazing! I love it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | One of the faster options is needed! I am in the metro Atlanta area 3 times a month at least and would love a travel alternative. Traffic into atlanta is awful and a solution is needed. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Need a 2 hr train from CLT to ATL | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Please implement the high-speed train route from Atlanta to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT and South Carolina DT and South Carolina |
| 10/27/2019 | Web Comment | It's a great idea. So many people work in Charlotte / Atlanta / Greenville and live elsewhere. It would reduce traffic significantly for all three cities. It would also reduce wear and tear on roads. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Wonderful would be great for both cities | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I think either of the tailways would help cut down on traffic. Also save traveling time. I would love to have one of these options worked out in the future. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | would love love love to have this option available to us. i cannot begin to say how much nicer life would be with this feature. If this happens before i die, i hope the rail has stops at both the GSP and CLT airports | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT |
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| 10/27/2019 | Web Comment | | Character, as were as the location of stations and the choice of pipolasion technology. Notific characteria by a submert of allo stations and the choice of the Alternative. Detailed frequencies, schedules, and fares will be developed in further states of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comments regarding Preferred and the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | It would be beneficial to have a high speed rail to take you from Charlotte to Atlanta in 2 hours. I am a proponent of the rail plan in which it would only be a 2 hr window. It would be great, look at all the people who could commute from Charlotte to Atlanta and vice versa. | Thank you for your support. A Preferred Alternative has been identified in the FEI/ROD (refer to Section 2.1 in the FEI/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEI/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | My child plays travel soccer and there are no flights to Charlotte . The rail would help soccer familys so much. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I love the idea of a high speed train from Charlotte to Atlantal Especially if it stops in Clemson and Athens, GA. Think of how many football fans would use it every weekend, not to mention students at those schools traveling home for weekends and holidays. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I favor fast rail from atlanta to charlotte through greenville | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | upgrades that are taking place will be inefficient by the time they finish them. Aviation will not only be to expensive but not practical. If we look to our European neighbors we can see that it works but we have to be willing to make the sacrifices now or we are only destined to become ever | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT and South Carolina DT and South Carolina |
| 10/27/2019 | Web Comment | | |

| 10/27/2019 | Web Comment | I've worked in the Aviation and the Transit Rail industry, why would we not do this at any cost being that 85 is now over crowded and eventually the upgrades that are taking place will be inefficient by the time they finish them. Aviation will not only be to expensive but not practical. If we look to our European neighbors we can see that it works but we have to be willing to make the sacrifices now or we are only destined to become ever greater bogged down and further behind, must people in the upstate traveling to Ga. on the 85 death trap would rather stay at home as opposed to traveling that route, we have let the greatest rail system in the world go to waste as opposed to updating and maintaining. How long are we as educated people going to sit back and do nothing while we become so saturated with our individual killing machines that we can't move period, move forward before it gets to the point that we have no option, and it cost way more that the present, | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/27/2019 | Web Comment | This project is long overdue, but is essential to accomodate growth along this corridor. I would prefer a more advanced technology be used. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Infrastructure improvement is long overdue here in the Upstate. The growth along the Charlotte, Greenville, Atlanta corridor was planned under President Bill Clinton. Why has it taken so long to get more rail transportation? We see the high speed trains in China and Japan and shake our heads, wondering why we have not kept up with their transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I'm for having a railroad! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Please build the rail line | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | It's a very wise investment. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | This rail line would be so incredibly useful not only for Athens to Atlanta, but for going out of town to visit other cities with ease. Big yes for this project | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/27/2019 | Web Comment | Two of the greatest cities in the SE connected by light rail! It would be a game changer for CLT with regard to growth and development. Too many thoughts to put here, but I believe this is huge. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses that croute into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/26/2019 | Web Comment | Yes to high speed rail. You can run it through my backyard. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | In favor of high speed railway from Atlanta to Charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I support a high speed train between Atlanta and Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. will require swill enait of the route into the distributive. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain aprice trecord and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I think this is an INCREDIBLE idea. I would love having access to all of the surrounding airports, eats, concerts, sporting events, and other things so much easier. I think it would give the "Charlanta" region a tighter sense of community and bring new visitors to my area, the SC Upstate. Other countries have systems similar to this, and I think it is time that we catch up! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Build the fast train from Atlanta to Charlotte. Would be great! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT and South Carolina DDT and South Carolina DT and South Carolin |
| 10/26/2019 | Web Comment | I support this initiative. It would become a source of revenue and would ease the environmental impact of car commuters. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I just want to express my support of any development. Even the longer route would be fantastic to those of us who commute using I 85 every day | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I am all I favor of light raii/ Hugh speed to Atlantal One stop at airport or downtown Greenville is fine. The interstate is much too crowded and dangerous but we travel multiple times to Atlanta and to Charlotte! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/26/2019 | Web Comment | ATL - GREENVILLE - CLT Corridor would be an amazing option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/26/2019 | Web Comment | I think the rail to Charlotte would be wonderful. My sister lives there and I would love to see her more frequently. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | This is such a great idea. My only comment: if it's not faster than driving, I don't think I, or many others like me, will end up using it beyond riding it as a novelty. The faster the better for practical and functional use. Really hope this gets done. If you ever need any help from an MBA student, let me know. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I absolutely love the idea of the rail system and would use it to both Charlotte and Atlanta. I prefer having the convenience of the option which includes downtown Greenville, but any of the three options would be great! Hoping you guys can make this happen! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Yes! Please! I totally support this rail linking Charlotte and Atlanta! This is a wonderful idea and I'd use it EVERY WEEKEND. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I fully support this project. I hope to see it approved and funded as soon as possible. I used to live in both Atlanta and Charlotte and now live In Greenville. This train system would do amazing things for the I-85 corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | This would be great to get to Atlanta from charlotte quickly. I would use this train to see the Braves and see family in Greenville and Clemson. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | please build this. traffic here is so bad with no future in sight, there are no buses either. a bus fits 50 to 70 people. a light rail even more. this makes traffic so much better. plus helps people who do not or can not drive. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. Al comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Yes please do this. It is so common in Europe and Asia to get to different cities. I'm sick of driving or flying everywhere | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | 1 | This is an awesome opportunity and project. This is a much needed project that will pay dividends years down the road. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/25/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | A wonderful idea! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | We need high speed rail. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | It's a good step , make everybody life easier by adding more trains to common locations | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Will require the exact route will require service operating on dedicate tracks and face will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Thank you so much for moving this forward. As a frequent traveler between Atlanta and Clemson area, and a heavy user of MARTA here in Atlanta, this would be a wonderful service. All corridor options seem viable, encourage choosing the most cost effective option. Thanks for your service. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I am highly encouraged to hear the DOT is considering a high-speed rail transportation alternative between Gainesville, Charlotte, and Atlanta- and am in favor of any public transportation we can improve between these larger cities! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT abio support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | The option of a high speed rail is very exciting and would be well used. Public transport in the southeast is lacking, and this would be a huge step forward. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | LOVE this idea! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | In favor of high speed rail to eliminate traffic on I-85. Would use at least 4x year | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/25/2019 | Web Comment | I love it !! Great idea. I'm willing to help pay for it too. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/25/2019 | Web Comment | Yes for the CLT to ATL rail! This would connect two of the power house players in the southeast. CLT is the 2nd biggest banking center in America; having that connection to Atlanta would be a huge economic asset. Think of the investment that could flow between these two cities. It is a WIN! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | An essential step for reducing polution while increasing safety and convenience, a rail system such as this proposal is key. Build it and they will come | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I travel frequently to Charlotte for business, and this would be a game changer! I hope this project becomes a reality! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Will requine, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Would love to see the High Speed railway happen! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses taxt route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | l am 100% in favor of a light-rail line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I definitely support this fast train corridor. This is how country was developing Westwards and we have areas in upstate SC that clearly need development. Linking people only makes us stronger. This is a huge business as well as cultural development opportunity. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | High speed rail is, without a doubt, the only, best solution to travel in the future. Georgia is already lightyears behind North Carolina, with their NC Rail program. This plan would allow Georgians to tap into the value already in place with that program. However, as a former Cobb County resident, my heart breaks for an expansion of Marta to be a corollary to this! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill result of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I would like to express support for the corridor project | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Web Comment | Long awaited and long overdue. All electric rail to and from CLT/ATL would be a great benefit for millions of people. Future expansion could include other big cities as well. It's time we stop taking notes from other countries and start Showing off our own high speed rail capabilities. This is just the beginning of endless possibilities. Find a way and I'll support it. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
|------------|----------------|--|--|
| 10/24/2019 | Web Comment | I absolutely love the idea of having a train connecting Charlotte to Greenville to Atlanta. Just think how much less traffic there would be on the highway!! And it would be so incredibly convenient. I really hope this works out in the next few years! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I think it is absolutely imperative to develop a transportation line though Greenville to connect to two major metropolitan cities I t is conducive to support current & future growth. Why are we bringing in more jobs/employment, healthcare providers, & housing if we are not willing to create an efficient means of transportation to support the growth of Greenville. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Excellent idea, long overdue. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I live in Anderson but grew up in Simpsonville. As a massive Atlanta Braves fan, I just love the idea of taking the train to Atlanta with my kids and wife. I would be so proud of this! Also would love a stop in Anderson! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I would love to see fast rail - I appose the Crescent route bc it does not save much time as compared to driving time. The other two options save significant travel time and I think would encourage travelers to use the rail service over driving a private vehicle. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | If you can get me from downtown greenville to downtown charlotte in under an hour on a consistent basis with reliable wifi access this project would change my life. I am a commuter to CLT 3 days/week for my job and spend easily over 6 hours in the car back and fourth and can be even longer if there is a single accident along the way. It's lost time that my company and my life pay for please seriously consider doing this project and doing it as quickly and efficiently as possible. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I think the light rail between Charlotte & Atlanta will be a great ideal! I reside in Greenville, but I am from Rock Hill, Sc. So to have the ability to travel from Greenville to Charlotte without putting miles on my car and constantly traveling on I-85 would be ideal. I would much rather pay a fare/ticket than a gas & be able to relax & ride. This will also allow me to visit Atlanta more frequently. I will not have to worry about traffic!!! This could really help improve the roadways between Charlotte & Atlanta as well!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | I think high speed rail is the only alternative. What a huge boost to the economies all along the route. I went to one Braves game and it took four | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/24/2019 | Web Comment | hours to drive. I would definitely spend a lot more money in Georgia watching the Braves if I could get there in 1.5 hours. Anything slower I wouldn't waste my time on. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | This would be a game changer. It would be so great for traffic, connecting to 3 cities, and it would help the working poor be able to get to needed job opportunities. Let's get it done! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Please provide an electric based service to serve the environment as well as public transit needs. I know many people who would utilize this service weekly if affordable and accessible. The time to travel does play a major roll as I would not use the service if it took longer for me to travel than by car. While the I-85 option seems appealing, it is already very congested and under construction leading to possible even greater delays in progress and more accidents and injuries despite the desire for forward progress. This line is NEEDED, please, let's get this decision made and moving! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/24/2019 | Web Comment | I simply wish to express my support for this project and never thought I'd see the day that such a project would be discussed in any serious capacity within the Southeastern United States. From what I'm seeing in certain online communities, much of the opposition to this project is based on so- called "not in my backyard"-ism; that is, people who are afraid that such an infrastructure project will bring crime or "undesirable people" from cities to outlying areas. I pray that too much mind is not given to such narrow-minded and antiquated views. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | We live in the Charlotte area and would absolutely love a high-speed train going from Charlotte to Atlanta. We love coming to the Atlanta area. Especially going to Braves games, to see Atlanta United Soccer, to go to a Falcons football game, and just go see things in the city. We love going to the Georgia Aquarium, the World of Coke, the old Olympic sites, Etc. We would get to come to Atlanta much more often if a high-speed rail was an option. I have a feeling a lot of people in the Charlotte area and throughout the state of North Carolina would feel the same way. We're highly supportive of a high-speed rail from Charlotte to Atlanta. Would love to see it happen! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Please drop the Southern Crescent and no diesel trains. Reasons why include the travel time is too slow with low ridership. You can drive just as fast, no benefit. Given the time frame of building and study diesel will be too expensive or unavailable. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I support the project. As someone who travels from the upstate of SC to Charlotte or Atlanta multiple times per month the idea of a train is very appealing | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Web Comment | The Greenville/Spartanburg route would open up so many options, both for work and leisure, for this area. There are so many smalls towns within I- 85's shadow that have fell by the wayside that would suddenly experience growth due to this venture. On a personal note, my wife commutes over an hour one way several times per week for job in Spartanburg. This would cut here transit in half, allow here to use the time spent driving more productively, and allow for a much safer commute. There are many stories just like this. The route through Columbia only services that location, there is nothing else before of after. There are dozens along the I-85 route that would have quicker access to everything. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/24/2019 | Web Comment | Would love to have this project brought to this area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | High speed rail transportation would benefit counties, bring in jobs. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | This sounds like a great opportunity to expand the economic reach for GA, NC, and SCI Long trips can be avoided and allow for more time for people to shop, eat, etc., in all the cities this impacts. I do think that people need to be informed in more laymen terms and shorter pamphlets since the documents about the impacts are long and difficult to read to the average person. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I am writing to state my strong support for this high speed rail line. This is something we have needed for a long time and which would change the game for domestic regional travel. It is a slam dunk. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | May help to reduce some traffic on I-85 and therefore some reduction in maintenance costs of it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I am hugely in favor of this development. It is a logical decision to easily connect two of the premier cities in the Southeastern United States, enabling increased economic opportunity while simultaneously easing environmental pressure from excess personal vehicle use. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I wholeheartedly support this project. I often make a trip to Anderson and it is very painful to drive to and fro on 85 due to the endless construction and traffic tie ups. I hope the proposed system will make a stop in Anderson. I think such a system will encourage tourism between the two cities. There are lots of places I would like to visit in Atlanta and Athens, but would not dare make the drive to Atlanta. Traffic there is a real nightmare. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Web Comment | Please allow the high speed rail form Charlotte to Atlanta to happen. Would be a safer and faster alternative to cars. Also some people cannot drive and this would give them an opportunity to travel by other means | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/24/2019 | Web Comment | Into project is an interstate control transformence development that will impact is states positively and reduce the transformed for states. Any route that produces a travel time of a hours or less that will bridge the economic divides for these 3 states when competing for economic investments from major urban centers throughout the U. S. | Thank you for your support. A Prenetor Alternative has been internation and enclose of the PES/ROO (Pietro PES/ROO (Pietro)) and it is for high-specer and with respect to a without a sprade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FES/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Having traveled extensively in Europe, S. & C. American as well as North America, the time is past for us to begin embracing mass transit that is efficient, approachable economically, and safe. With continued development of the I-85 corridor from Atlanta to Charlotte, there is a definite need. Although I am homeowner in rural Georgia, I'm also a community leader that sees the need for this project to proceed as soon as possible. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Got to do something. Population and economic growth is turning I-85 into a parking lot all the way from Charlotte to Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Looking at the Southeast Corridor proposed high speed rail system. GVLtoday said you were looking for feed back. If it doesn't stop in the main metropolitan areas it will be harder to use. In Europe, I loved the TGV and being able to hop city to city so fast. The Southern Crescent line is TOO SLOW, 5 hours does not make riding a train worth it, but it has the best stop options. 85 route, also has most of the best stops, but fear of clogging up the highway with more traffic comes to mind. It is already a big mess. Greenfield is a good alternative, however you are not dropped off at any main hubs, Downtown Greenville, Spartanburg, close enough to the city centers where a day trip, which would make sense. I think you are getting close. Keeping costs lower, access to stops, and time of trip are extremely important. No one will ride a train if they can hop in their car and get their faster. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | There is tremendous public support for this in Greenville, SC. The best option would be the one that goes through or close to downtown Greenville and is the fastest to get from Atlanta to Charlotte. Very few people will take a train that takes longer to get from ATL to CLT than driving in a car. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | This project is very much needed in its intended areas to alleviate road congestion. Additionally this mode of transpiration will allow commuters the ability to rest and relax as they are safely transported to their desired destination by professional railroad crews. Please fully consider this forward think concept. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I would love and would use high speed (200 mph+) rail between Charlotte and Atlanta. I live in Greenville, SC and have 5 locations of my company along the I-85 corridor from Raleigh to Atlanta. I hate making the drive so I would us a rail option a lot. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | I just wanted to take a moment to comment on what an amazing idea this is and how ecstatic I would be to use this type of transportation. I absolutely love this idea. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into |
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| 10/24/2019 | Web Comment | | Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Whichever route is best I don't know, just please do this, I live near Anderson SC and I would travel to Charlotte and Atlanta so much more often if this ever happens, I don't very often now because I hate driving on I85, the way people drive these days is insane. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Yes, I think it's a great idea to have a high speed rail between ATL and Charlotte NC. I would vote for it on ballot | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Love this idea. My request is that if the government moves forward on this project, that it's done well the first time and won't waste taxpayer money on cheap materials. Please add a stop in Spartanburg SC. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I fully support this project. Having rail service to the Charlotte/Atlanta area would promote more travel to these cities. If the rail stopped at the major venues on each end; it would prompt me and others to attend events there. Today, the traffic just makes it too difficult to attend. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I am writing in SUPPORT of the high speed rail between Atlanta and Charlotte. For business and personal reasons, the commute from Charlotte to Atlanta is one that I make occasionally and would certainly make more frequently with the option of a high speed train. The train would empower me to live in either city and would once oronpany provides flexible days in the office. My family in KC would also be much more likely to travel to Atlanta if it did not mean a long drive and sitting in traffic. If approved, I would be delighted to be a loyal passenger! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Depending on the cost to the rider and departure times, I support this initiative. As a person that lives in the Greenville, SC area, I believe it could be very beneficial to the area. Often times we'd like to go to Atlanta or Charlotte, or Athens for a sports event, concert, shopping, etc It would be extremely convenient to simply get on a train and ride to our destination. It could allow for being productive on the train, rather than driving the car and sitting through traffic. With trains being more environmentally friendly than cars and planes. I think this is a wonderful step taking additional cars off the road and reducing carbon emissions. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | This is a needed project! Has been for several years. Follow Greenville's way and go with public and private \$. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Web Comment | This is a great idea, and very much needed. It increases availability to airports, and would lead to me making more trips to Atlanta for sports, entertainment, etc. I currently avoid Atlanta (except connecting at the airport) at all costs due to traffic. I would come to Atlanta much more often if this is in play. Build it tomorrow! Great idea! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/24/2019 | Web Comment | I hope this happens. It's a great option for travel and will be good for the environment. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | We are totally supportive of a rail link between Charlotte and Atlanta running through Greenville. Each time we travel to Charlotte or Atlanta on the heavily trafficked and dangerous I85 we say to each otherIf only there was a reliable and efficient train service between these cities! We have so enjoyed the convenience and safety of trains in Europe. Please let's get serious and proceed with this necessary public service here. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | | This is a fantastic ideaany route chosen should include stops at all airports including G SP. Sis would great, y reduce traffic on our interstates and pollution. And safer than driving 85. We have been hoping for this for years and it would get tremendous use for these areaspeople from Greenville always driving to clt or Atlanta for flightsPlease make this happen!,, | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | The railway system is long overdue here in the Upstate. I hope it could help many of us who commute into downtown Greenville daily for work from all around the Upstate, as well as give us a quicker, safer, easier way to travel to NC and GA for events. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald Sousport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I would love to see a high speed rail system connect these cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I believe speed and quickness of commute should be a high priority. Limiting the number of stops to 2 or 3 so that commute times between the different cities make it a truly viable alternative to driving. The commute radius could expand and allow anyone to live and work in any of the three cities! The municipalities and counties surrounding the route would have plenty of time to figure out how to connect to the stations and get their citizens access. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requine; schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Yes to more trains. Always. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I think the high speed rail is something the southeast has been needing for a long time. I would utilize it all the time going from Greenville to Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 10/24/2019 | Web Comment Web Comment | I find this to be one of the most effective ways Europe and other areas of the United States create making transportation easier for people leaving cities and traveling around inner cities. It is important we have a railway system for environmental growth not only for our economy but also for our climate change. I say yes to a railway system that will benefit all people. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/24/2019 | Web Comment | If the benefits of this project are truly to be realized, then the fastest corridor should be selected. The Southern Crescent, being the slowest, offers no real benefits regarding travel times, and travelers will have the convenience of their own personal vehicles for the trip. This defeats the purpose. Additionally, the last mile transportation network must be considered, as travelers will need an easy way to reach their final destination. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I think a high speed rail service from Charlotte to Atlanta would be beneficial. It would help alleviate some of the traffic. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be eveloped in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I am a physician and I lead the South Carolina Upstate's only program for chronic pain, headache, and concussion for children and young adults. I am continually appalled at the rate of death and disability from motor vehicle collisions along the I+85 corridor between Atlanta, Greenville, and Charlotte. On a daily basis I treat young people experiencing life-altering conditions resulting from car collisions. South Carolina has the highest rate of traffic deaths per capita per distance traveled in the US (https://www.ihs.org/topics/fatality-statistics/detail/state-by-state), and Greenville County has the highest rate in the state. I wholeheartedly and enthusiastically support the prospect of an alternative to driving on the I-85 corridor. In addition to the environmental, economic, and logistical considerations, the public health cost of the continued rate of death and disability from motor vehicle collisions needs to be counted as a cost of doing nothing. The public and personal health savings, reduced death and disability amongst young and healthy workers, and the value of protecting our neighbors is an economic and moral imperative that must be considered for this project. From my view, moving as many people as safely and effectively as possible between these cities is the priority. A route that is cheap, but inefficient, will not reduce driving along this corridor and will be the one that does not save as many lives. Please consider the health savings, worker productivity, and protection of life in all feasibility and economic evaluations for this project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I am in favor of a high speed rail line between Charlotte and Atlanta, and would use the service regularly. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Thank you for pursuing more mass transit | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT |

| 10/24/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/RDD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | 85, and opportunity for better healthcare for patients who need specialized care. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | have family in Clemsom and Spartanburg. We would love to be able to avoid 85 traffic to take our kids to see their grandparents! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | takes trips often to both Charlotte and Atlanta. Having this rail would not only cut travel time significantly but also make it more enjoyable no longer having to deal with the traffic especially when coming into Atlanta. Greenville is one of the fastest growing cities on the southeast and is booming with tourism. The rail would help accommodate this even more. I hope this project comes through! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | Enthusiastic support for this project, and would love any further updates on the progress. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | Highly favor light rail. I have been asking for this for years. Don't want Greenville to turn into Atlanta ir Charlotte with car traffic. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Would love a high speed rail from Charlotte to Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I would love to have a rail route that connected Greenville to Atlanta and Charlotte. The train would be so much easier than driving on the interstate. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I commute to Greenville from Spartanburg every day for work. I would LOVE to be able to take a train for this purpose, and would be happy to pay to use the service. It would literally add 8 hrs/week for me to work/read/relax on the train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I'm very interested in any information that is shared with the public regarding this project. I remember this being brought up years ago and was very excited about the idea. We have family in both the ATL and CLT eats and hope there would be a stop here in Greenville for us to utilize this railway. We lived in Europe for several years and LOVED the rail system. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Let's move forward with this with a high speed electric line!! Wonderful project that will benefit all economies involved and help reduce road traffic also! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/23/2019 | Web Comment | I'm very sure this is one of the most ambitious project for the states, I'm very sure in the near future we will be connected with Florida and will be one of the most important public transportation, please don't stop this Idea is just one step to the future of the region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

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| 10/23/2019 | Web Comment | The importance of this project to the region cannot be overstated. It is essential that the long term benefits are explained so that people better grasp the value. The opportunity to incorporate spur lines at a later date to connect other cities could also be of great benefit. This needs to happen | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Very excited about this project. I live and work in Greenville SC, but commute to Charlotte NC 2-3 times a week. A rail system would make travel easier, and allow me to work while traveling. I think this is a fantastic idea! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I love the idea of high speed rail in the southeast region. It will only further encourage economic development and provide equitable transportation for all. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I believe this would create economic opportunities while also helping with environmental concerns. This would benefit so many. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I think this is an amazing idea and hope to see it come to fruition. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I would use and agree with building a high speed train between Charlotte and Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Would think connecting the three airports ATL, GSP and CLT would be key. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I would definitely use the high speed rail between Charlotte and Atlanta if it took two hours or less. I love Atlanta but dont visit as often as i would like due to the drive. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Would love to see this happen | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I would love to see high speed rail, as well as other public transportation, in Atlanta. It would be a safer, more eco friendly, and would bring more business to the area. Also, a train from Athens to Kennesaw or Atlanta would be fantastic. My commute is brutal. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | In reference to high speed rail service between Atlanta and Charlotte, I think that our community would greatly benefit. It would be an opportunity for us to network and engage in weekend getaways. I believe that it would also further connect us to the rest of the eastern seaboard. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | This is such a fantastic idea. I can't wait. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I know that we here in the east metro area would greatly benefit from high speed rail, not just to Charlotte (and by extension DC and beyond), but also just from around Lawrenceville to the city. The under 30 bracket (of which I am a part of) is getting really sick of having to own a car to do absolutely anything outside of our own towns, and would love to be able to take a train from here to Atlanta everyday instead of sitting in the increasingly conjested highways for up to 2 hours every morning. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alds osupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I am fully in support of this project. It is about time that the state of Georgia undertakes bold action to reinvigorate the economies of the small towns that this proposed high speed rail would run through. While I understand where the 'but how will we pay for it?' crowd is coming from, but I believe the long term economic impact would lead to an absolute windfall for Atlanta, Georgia, South Carolina, and metro Charlotte. It is about time the Southeast has caught tup with our Northeastern and European counterparts in effective long range rail travel. Most importantly, however, this would be huge from an environmental standpoint. We can recycle, manage our household temps, and drive hybrid cars all we want; but it will require wholesale, systematic change to wean us away from car travel and air travel that is without question destroying our Earth. Rail travel has been proven time and time again to be the most environmentally friendly mode of transportation. I implore the GDOT to consider this project and to not fall for the corporate veiled as fiscally conservative arguments that only benefit Norfolk Southern, Delta, and Big Energy in general. I am a voting Georgia citizen, and I support this long range rail project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I think this is an amazing project and great idea | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Please support the high speed rail between Charlotte and Atlanta!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I am 67 and have a sister that lives in Alpharetta Georgia. Two weeks ago a 4 hour trip turned into a 6 hour nightmare. Bumper to bumper traffic caused from construction and so many headed in that direction. There was one section approximately 15 miles that it was all one lane because construction had put up a wall. I told my sister that it would be a long time before I made that trip again. The light rail line would just thrill me and I would definitely ride and I am sure along with hundreds of others. Count my vote in for this project! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | | High Speed Rail between Atlanta and Charlotte will be invaluable to both metropolitan areas. A few examples: (1) elderly folks (e.g. grandparents) it | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/23/2019 | Web Comment | either metro, who have difficulty driving the distance or flying, will have a safe, fast transportation option between the two areas to visit family or friends; (2) connections between the economies of Charlotte and Atlanta will be greatly enhanced, and many of us that occasionally have to travel to the other metro for work will have a reliable, safe, fast option; (3) as someone who often drives on 1-85 to visit family and friends in North Carolina, the reduction of traffic (and cost savings of further expanding road infrastructure) will be of great benefit to everyone in both metro areas, not just those who ride the train. The corridor should attempt to include other principal metro areas, such as either Gainesville/Attens/Lawrenceville, and Greenville in SC. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| - | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/23/2019 | Web Comment | This new rail connect is a MUST. Plan and build for OVER 100 + years out. Lay down new Track locations unless engineers can build above or alongside current lines | Inank you for your support. A Preferred Atternative has been identified in the FED/KOU (Perf to Section 2.1 in the FED/KOU) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I think it would be a terrific idea ot have high speed rail between Charlotte and Atlanta. This would be great for the region and great linking both cities more closely. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I am all for the construction of a rail line through the city. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I am in support of this initiative - high speed rail would be great for interregional economy (tourism, commerce/trade, business) | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Great news! Desperately needed, this would be a benefit to so many people. Additionally, this would benefit both the Charlotte and Atlanta business communities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | I fully support Atlanta to Charlotte rail initiatives. I have been making the trip back and forth between Atlanta and Charlotte for both business and personal reasons for over 35 years and have always commented that train service would be an excellent means of transportation for the route. With the growth of Greenville, train service along the Atlanta to Charlotte corridor would enable to the region to achieve connectivity rivaling that of the Northeast. Access to talent, resources, and industry would be unmatched. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | I strongly support the proposed High Speed Rall initiative. This will provide much needed congestion relief from our roads, make Georgia an even more desirable place for business, and create good jobs and careers. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | In strong favor of high-speed line going to Charlotte. Would like to see a stop in Marietta or nearby to make it more convenient. We drive up that way often to see family. Thanks | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | love this idea | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Chridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | We absolutely need this rail line. The highways are at capacity, we need to decrease pollution from so many cars. We needed to act years ago. Don't put it off any longer | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | High speed rails are the future. Make life better for our citizens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Excellent idea! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I am excited about the possibility of a high-speed rail line passing through the Greenville area. Being able to go to Atlanta or Charlotte by rail would make traveling simpler more economical for most. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | It will be awesome transportation! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | This is very needed! This will change everything. Thank you for having this be a possibility. Big potential growth for future and will most def pay itself off. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | PLS SAVE US FROM ATLANTA TRAFFIC | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be eveloped in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I would LOVE for this train to happen. Great economic booster! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Please please build this service. With the upcoming SunTrust / BBT Bank merger connection between Atlanta and the North Carolina banking corridor becomes vital. High speed services like this proposed rail line will keep our region relevant for decades to come. This is well worth the investment to attract future generations of professional citizens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Regarding the proposed high speed transportation from Atlanta to Charlotte, I think it is a wonderful idea. It would cut down on traffic and improve safety travelling from one city to the other. I do hope to see this ides come to fruition soon as it would make a lot of lives easier. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | The Atlanta to Charlotte Passenger Rail Corridor is a great idea and long past due. My family is looking forward to this. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Highly supportive of the high speed rail between Atlanta and Charlotte. It would create new jobs, provide a convenient way to connect the two largest cities in the Southeast for business, and help the Southeast continue to plan for the future. They already have a high-speed rail in the Northeast connecting DC to Boston and it's about time the Southeast has one as well. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I enthusiastically support a highspeed rail line – the first of many, I hope, between Atlanta and Charlotte. I want to see it built quickly and efficiently with every effort made to mitigate environmental damage as well as undergoing proper archaeological surveys. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I LOVE the idea of a high speed rail. While traveling in Europe & Asia, my husband and I ONLY use the rail system. It is more economical and environmentally friendly, plus it gets where we want to go in a timely fashion. I would love to see more rail lines "spider-web" off of a framework similar to the Interstate Highway System. And imagine how that would impact secondary education and the economy of an efficiently mobile workforce | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|--|--|
| 10/23/2019 | Web Comment | Love IT!!! Studying is done, lets build! We need this badly! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I would love to have non driving alternatives to get to Emory, entertainment, airport. We just don't go anymore unless medical attention requires it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Please build a train. We need it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | great ideal for rail to Charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | High speed rail between Washington DC and Atlanta would only bring even more growth to all the destinations on the route. Apart from the financial undertaking there is absolutely nothing to lose. This would be groundbreaking for America in general, where we greatly lag behind Europe in terms of public transport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | We need high speed rail, We talked to long! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I am highly in favor of this. I have moved from Atlanta(Marietta) to Charlotte. When I come to visit Atlanta, the traffic on 85 is always crazy. A rail would help! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I am in favor of fast train from atlanta to Charlotte and back | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I would very much like the train from Atlanta to Charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | We need to join the CHARLOTTE Light Rail. It would increase business and travel to and from Atlanta. We need to really start thinking regional rather than locally. It would cut down in traffic and that would be a huge environmental impact. I would use it regularly. I have business and family there. So I am there 6-9 times a year. Please push for this connection. We need to really work towards growing out rail lines for transportation and economic growth from tourism. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Long time coming. Environmentally this is a no brainer. I drive to The Charlotte area twice a month, the traffic is horrible, not to mention the number of accidents is extremely high. I'm am 100% for this project. Dan Salter | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | What a great idea!!!! Full speed ahead!!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I support a line that would be able to get between Atlanta and Charlotte in 3 hours or less and that would be the most profitable. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the act route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | This is a great plan and project. This is a system that should have been installed and put into service 25 years ago. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Highspeed rail will be necessary infrastructure in the megaregions of the future. The sooner highspeed rail is installed across the Piedmont Atlantic region the better chance it has to compete in the future economy. Put this project on the fastrack and plan for expansion. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I think it is a great idea!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I would definitely for this . We need alternatives to combat traffic. Also great city to city especially for work meetings. Less cars on road this way | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tir 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system." This is a proven, well-established technology. FRA and the Southeast Corridor states believe that high speed rail will be quickly embraced when it is available. High-speed and intercity passenger rail service in several corridors in the Southeast is in various stages of planning. |
| | | Build it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this |
| 10/22/2019 | Web Comment | | Character, as were as the location of stations and the thole of well be developed in further states of Project Development. All comments regarding Preferred Alternative. Detailed frequencies, schedules, and fares will be developed in further states of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please make this happen! It will be a huge help for so many people! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | All for more public transit options. I have reduced visits to family in NC because of traffic and road issues. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/22/2019 | Web Comment | I think this would be a great addition to the Atlanta area especially with traffic so terrible and flights can get extremely expensive to go to closer cities like Charlotte. I travel between to two frequently and would use this service at least three times a month | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | As a college student approaching graduation, one of the biggest issues drawing me away from Atlanta is transportation. For the size of the city, it simply can't currently compete with other similar sized cities on the east coast. A high speed rail line like the one proposed would keep young talent like me (and engineering student at the University of Georgia) in state. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Proceeding with this project is important to the region. If the project goal is to reduce highway travel by people going between Atlanta and Charlotte, the driving factor in gaining ridership is speed. Travelers will accept slightly higher cost to transit if the mode is faster and realatively easy to access. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Excellent idea! I love it. And I envision a network connecting all states eventually. We would love to not have to fly or drive within shorter distances! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Absolutely for this project! I frequent Charlotte often. I've purchased a Peach Pass and it's fantastic for GA. The tolls in NC are horrible and SC needs some sort of help! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remaine, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | l very much support this initiative | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Highly supportive of the tram from Atl to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | Do it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|--|--|
| 10/22/2019 | Web Comment | Yes please bring us into the 21st century and give us high speed rail. I would LOVE a bullet train all the way from Miami to Boston and this sounds like a great first step towards that. Yes please, I would love to take a train vs driving | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | This is a great idea! Please do it! We need more transportation alternatives! This can only be positive! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | We are the greatest country in the World - why would we have inferior railways than Japan . Europe or China . Go for the fastest and we will be in Atlanta from Charlotte in less than 90 minutes door to door. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | The idea of rail transportation from Atlanta to Charlotte is appealing for a number of reasons (1) as mentioned the potential increase in jobs. Perhaps I overlooked it, but wondering how long would the commute be from Station to Station? And secondly the improved quality of air due to less pollution is healthy for the environment. I vote in favor of the rail system. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Love the idea of route from Atl to Charlotte! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Would love to see rail service ANYWHERE. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | l love the idea of rail from Charlotte to Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requents a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | for the love of gawd DO IT !!!!!!!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | Great idea. | Thank you for your support. A Preferred Alternative has been identified in the FEI/ROD (refer to Section 2.1 in the FEI/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEI/RND. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|--|--|
| 10/22/2019 | Web Comment | Would love to see rapid transit between Atlanta and Charlotte. It would make my trip to see my sister much shorter and stress free. More importantly, it will relieve some of the traffic in Gwinnett county. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DT and South Carolina DDT and South Carolina DT and South Carolina DT and South Carolina DT and South Carolina DDT and South Carolina DT and South C |
| 10/22/2019 | Web Comment | I support all three alternatives | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Resoness to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Just do it. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | My household would LOVE an improved passenger rail between Atlanta, Greenville, and Charlotte. We talk regularly about how helpful it would be to be able to more easily take a day trip to Atlanta to go shopping or eat at one of the many impressive restaurants there, without having to worry about the traffic associated with th drive home. Furthermore, we are business owners and it would open many doors to business development in either of those large cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I say YESSSSSS to the Light rail 🗲 from Charlotte to Atlantal I work in Atlanta and it takes me toooo long to drive back and forth! Plus it's too expensive to fly. I know that this project will cost a lot, but I will be happy to input into a donation box for it. Plus you will gain all the money back from the transportation fair. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altarnata and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project vebsite. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It should be clarified that "high-speed rail", as called for in the Project's Purpose and Need Statement (in the Executive Summary), is very different from "light rail", a much slower technology typically employed within urban areas (including Charlotte). |
| 10/22/2019 | Web Comment | I think this project would offer a wonderful opportunity for the Southeast in general and offers excellent prospects for low-impact commutes for a large number of people. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I think the high speed option (Charlotte to Atlanta in 2 hours) is by far the best and will be the most able to pay for itself in the long run as it will definitely attract the most riders. Charlotte to Atl. in 2 hours? Yes, please! If the ride time by rail is the same as driving there however, I think most people would just prefer to drive. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | I think all three corridors should be implemented. I wouldn't mind paying more taxes to have these options. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | highspeed rail Charlotte Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Build the railroad | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I used to live in upstate SC. I've been dreaming of this for years. It makes so much sense. Just a vote for any of the corridors as long as you proceed | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I fully support this plan. Unfortunately, I will be shocked if NIMBY doesn't kill this before it can happen. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please make the heavy rail happen. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. This Project is an intercity rail project. Heavy rail generally refers to electric railways urban transit systems with the capacity to handle high ridership, such as the Metro in Washington, DC. |
| 10/22/2019 | Web Comment | I can't make the Thursday meeting, but believe the fast track train from Charlotte to Atlanta is a great idea! I would love to see the full route from DC to Atlanta become available one day as well. Public money and taxes well spent in my opinion!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | I wish to share my support of this project. As the southeastern region of the USA continues to grow and attract residents from other parts of the country, it is essential that our transportation infrastructure continues to grow and innovate. Automobile transportation infrastructure cannot expand in a meaningful way to keep up with demand, and as a result we have seen constant traffic jams at all hours of the day on the corridor from Atlanta to Richmond. I reside along he 1-85 corridor, and work along this region, and face this traffic on a daily basis. It's evident that much of the traffic is going through the region, and is not just local traffic. This first step of creating a high-speed railroad option from Atlanta to Charlotte is essential if we wish to continue to attract and retain business, as well as the employees to make these businesses successful. If built strategically and correctly, with sensible stations along the route, it should alleviate a reasonable amount of automobile traffic cont stravelers seek this convenient, safe, and affordable alternative. I look forward to reading more about the plan and actions that will be taken toward making it a reality. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tie Z analyses the exact route into Altatna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | I fully support the option of the rail that would allow for a 2 hour ride to Charlotte from Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Do the passenger rail ATL - CTL | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | This would be a HUGE benefit for eh entire Southeast. I-85 traffic volume is becoming a hindrance to travel. Light Rail will enhance and stimulate both business and personal life in the entire region. I'm wholeheartedly in favor of this proposal. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It should be clarified that "high-speed rail", as called for in the Project Yenose and Need Statement (in the Executive Summary), is very different from "light Rail", a much slower technology typically employed within urban areas (including Charlotte). |
| 10/22/2019 | Web Comment | It's about time Charlotte and the US invested in some serious mass transportation! I hope this train line gets built soon and that it sparks the initiative to build more rail and subway lines in and around the city of Charlotte so we can finally stop depending on roads and cars to get us everywhere. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I am in support of the Atlanta to Charlotte DEIS. This is a long overdue improvement which will greatly connect the southeast region. I spent some time traveling along the NJ transit system, between Philadelphia and New York CIty, and desire the same ease of connection among our region. I can confirm that it is a huge resource for the people in that region – people use it daily for commuting to work, airport, leisure, etc. Our roadway infrastructure and vehicular use, especially I-85, can not continue to grow as population in this area continues to increase. So, alternative transportation measures should be continuously developed and implemented moving forward. This should be considered one step in many to come transportation measures should be continuously developed and implemented moving forward. This should be considered one step in many to come transportation measures should be continuously developed and implemented moving forward. This should be considered one step in many to come transportation measures should be continuously developed and implemented moving forward. This should be considered one step in many to come transportation measures should be continuously developed and implemented moving forward. This should be considered one step in many to come transport the step in th | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | I think it's a great idea. Let's the big banks on both cities to pay for it. NC is starving for Atlanta talent. SunTrust just joined the mix. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altatna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/21/2019 | Web Comment | Please make this happen!!! Make Atlanta a railway hub again!!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I would love to see this line (and many others – possibly a both-ways loop of the major Georgia towns?) become a reality. Train travel is great. Even better if we can bring along a pet on short trips with reasonable behavior expectations and crating. I suspect a great deal of our traffic habits are built around "But without a car how do I bring the dog?" | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 ElS analyses have not been identified to date. High-speed and intercity passenger rail service in several corridors in the Southeast is in various stages of planning. Operational characteristics, such as allowability of pets, will be determined much later. A Service Development Plan (SDP) was not developed for this Tier 1 ElS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, dispatched and maintained. |
| 10/21/2019 | Web Comment | Would love to see this come to Atlanta. Could alleviate much of the traffic on 75/85. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will require a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I support the ATL-CLT high speed rail | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I am in favor of building the rail and providing more environmentally-friendly and mobility-friendly options. Please give the airport some competition and give us citizens an alternative to air travel. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | This is sorely needed. We must push for a world less dependent on cars. I don't have a strong opinion on which route, we just need a route regardless! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I support the high-speed rail between charlotte and atlanta. I am in DC but support more high-speed rail in the US and would look forward to take the charlotte-atlanta speed rail for travel. I would come to the meeting in support if I were located there. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/21/2019 | Web Comment | Please build high speed rail between Charlotte and Atlanta!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. TRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/21/2019 | Web Comment | I'm in favor of the highspeed train connection to divert traffic from the roads | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Please build express rail from ATL to Charlotte! We need more mass transit options. I would spend a great deal of money for this convenience instead of sitting in terrible traffic. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I agree with the need for the rail system I believe it would be beneficial not only environmentally but economically as well for each city represented on the plan. I drive from Virginia to North Carolina and if I had the opportunity to take the rail system I would and then continue my journey to Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I think a high speed train would be the best especially with Atlanta traffic being so bad. I travel to Charlotte almost every weekend, but if there was a train that could get me there in 2 hours I would use this vs sitting in traffic for 4+ hrs. I think it would take many people off the roads. Overseas country have already adapted this concept and idea. Not sure why as advanced as the USA is we are so far behind in Public transportation | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I think the new track is the best option. All others are not a viable alternative to driving. This will also create jobs, increase tourism and revenue for all three states from beginning to end. This definitely should be considered. Maybe hire private contractors in the same fashion as used for 485 completion. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | This is a great initiative and developing this rail option for transit between Atlanta and Charlotte would be really beneficial. In addition to the obvious economic benefits of having fast transportation options between the 2 cities(both Charlotte and Atlanta have major Fortune 500 companies with operations in both Atlanta and Charlotte), a lot of us also have families that live in both cities and having a fast and cheap travel option would be extremely valuable. I really hope this initiative comes to fruition. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Fully support better rail options between Charlotte and Atlanta. Currently, the only option is Amtrak, which leaves Charlotte in the middle of the night. Anything would be better, but high speed rail would be amazing. It is so important to be able to travel between these two major cities in the south! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/21/2019 | Web Comment | This is a perfect opportunity to loop in citizens of Georgia that don't have quick access to I-85. People that live near I-85 already have a rapid method to travel north - those in the eastern part of the state have to drive 1-3 hours additional time just to access an interstate. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/21/2019 | Web Comment | I think this project is essential in providing integration to transportation offering lowest impact on climate. Providing link between Atlanta and Charlotte and further to DC will also integrate a growing part of the country. I strongly support the development. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT and South Carolina DOT and South Carolina DT and South Carolin |
| 10/21/2019 | Web Comment | What a fantastic Idea that should have been implemented twenty years ago! We are so far behind Europe, Japan, and the rest of the world for rail travel. It is efficient, great for mass travel and saves the environment. Get busy building it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alds support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Please build it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | This is absolutely needed to connect high density metro areas. The one between Atl. and CLT would be a vital line to bring the US forward on a global scale. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I am support of all the alternatives but the 2 hour trip to Atlanta would be fabulous! The most hated drive in our family and we drive it at least once a month:-{ | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | This area should have implemented alternate transportation methods years ago. Being a resident of the area for 40 years, I have seen this area grow. As a fan of the railway system, this method could have been used to elevate traffic issues years ago for the city and the region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | i strongly support the Charlotte to Atlanta portion of the high-speed rail corridor. There are countless tourism (including sports, arts, entertainment) and economic growth opportunities to be shared between these two cities. And it would serve to reduce traffic on I-85. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Think this would be EXTREMELY positive for the eastern corridor and both Atlanta and Charlotte respectively. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | Thank you for holding these meetings to introduce this idea. As a DC native who has lived in Charlotte now for five years, I whole-heartedly support | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
|------------|----------------|---|--|
| 10/21/2019 | Web Comment | any effort to improve rail travel between DC, Charlotte, and Atlanta. Great cities around the world boast well-established public travel, and these three cities offer a dismal selection of options slower than driving yet as expensive as flying. I would encourage you to focus on lines with the fewest stops and the safest, fastest speeds. Towns can grow towards the train line as opposed to trying to mold the train lines to existing towns. I am out of town during your public meetings, but am very interested in being updated at your findings. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | | I think the USA is way behind the rest of the world in options for high speed rail. In Europe, they share the same network as existing rail routes. I do not understand how it would be so more expensive to leverage the existing rail ROW to expand the capability for high speed traffic. But there is benefit to linking into local transportation hubs at major metropolitan areas. High speed rail is much more efficient than automobile or air airline travel. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | This would be great for the region. Please move forward with the route that provides the fastest travel time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | We need to utilize our under used rail system for commuters,tourists,etc. Environmental benefits galore and fewer cars on the road. What a GREAT ideal Let's Do it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | My son and I were just looking at colleges in New England. Both URI and UNH have Amtrack stations on campus. A major appeal in that he could go to Boston, NYC or Philadelphia without having to deal with traffic. 50 years from now the South will have similar population and traffic concerns that higher density regions have. Atlanta already does. It would be so great to get to Atlanta in 2 hours. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I would love to have a direct train from Charlotte to Atlanta that took less than the drive time. Currently, the public transport to Atlanta is limited. This train would be a huge benefit to living in Charlotte both for work and leisure. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Build the fast / quick one. If we're going to do this, let's do it right. And do it right the first time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | | AS A RESIDENT OF CHARLOTTE AND A FORMER RESIDENT OF ATLANTA, I WOULD FULLY SUPPORT A HIGH-SPEED TRAIN INITIATIVE. I AM AN ATTORNEY BUT LICENSED IN THE STATE OF ILLINOIS. IF THERE IS ANYTHING THAT I CAN DO TO ASSIST PUSHING THROUGH THIS INITIATIVE, PLEASE CONTACT ME. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/21/2019 | Web Comment | Long over do!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|--|--|
| 10/21/2019 | Web Comment | I think the train would increase potential revenue in Charlotte and would be worth while for fast futuristic travel around the country. This is a great first step of many of making Charlotte a bigger city. This is a once in a lifetime opportunity and should be acted upon in a quick matter. If we don't do it now then we will fall behind and out of the loop while other cities pass us by. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | It is time to make access to Southern cities with quick, convenient transportation. This is worth a high level of consideration and will be invaluable as North Carolinas grows. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DT and South Caro |
| 10/21/2019 | Web Comment | I'm in favor of the new corridor! Driving to Atlanta takes longer and longer each time I go. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I think it is a great idea and a step towards the right direction. The Charlotte to Atlanta by high speed train will fuel economic growth between the two cities as well as making us more environmentally friendly. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I say it is time the US will put money in this fundamental infrastructure. This will be good for the labor force involved, the environment (cutting down on short polluting flights) and the economy. It cannot come soon enough!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Very interested in high speed rail to Atl with new rails taking 2 hours. I travel least 2-3 month to Atl and would definitely use it. Hace traveled China used their high speed rail its about time. Would use it more to travel there just to fly out of Atl for trips(CLT is too expensive to fly in/out of) as well their high speed rail its about time. Would use it more to travel there just to fly out of Atl for trips(CLT is too expensive to fly in/out of) as well their high speed rail its about time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Excellent idea! Terrific idea for Atlanta & ALL the cities influenced by a high speed rail. The best method of travel and far surpasses the benefits of our aging highway system. Anyone who commutes using I85 will enthusiastically support high speed rail! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | High speed trail is long overdue. Would love to see Ga DOT focus on getting some lines in place inside our state to reduce interstate traffic in and out of Atlanta before embarking on connecting to other states. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Tracks built primarily for interstate high-speed travel often service, such as commuter rail, as well. |
| 10/21/2019 | | | Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT a Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Develd Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to da |

| 10/21/2019 | Web Comment | I believe linking the two cities by high speed rail will benefit both cities. A reduction in air traffic and the ability to commute between cities. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|--|--|
| 10/20/2019 | Web Comment | This is going to be great for both economies and lead to a lot of growth in both cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Corridor Alternatives, well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | 2 hours train ride from Charlotte to Atlanta would be awesome. I just love the idea. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I make the round trip often from Charlotte to Atlanta as my company has four offices there and think it would provide a substantial boost to the Charlotte economy to have a high speed solution other than air travel for that corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I travel from Charlotte to Atlanta multiple times per month. This would same a lot of time and well worth the cost of riding. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | My family travels from Charlotte to Atlanta about 4-6 times a year, we would ditch the car every time if the trip was only 2 hrs. With little kids that's huge. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | Improved and expanded rail connections to and from Atlanta are a great idea. It's a win/win situation - environmentally, ease of safe travel and forward looking | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I would absolutely support a train from Atlanta to Charlotte. Currently the drive between cities is too long for a day trip, too short for a flight. I would travel to Atlanta frequently for personal & business trips if this train were available and would happily support increasing tax dollars to fund the project. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I would like to vote in favor of the effort to construct public transit from Atlanta to DC. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/20/2019 | Web Comment | High speed train from Atlanta to Charlotte- absolutely yes!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/20/2019 | Web Comment | Best thing ever! Yes, do it, for a modern, sustainable future! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | The ATL>CLT transit corridor must be improved to include mass transit ASAP before it's too late. This is vital to the health of our region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | PLEASE build a high speed light rail b/w Atlanta and Charlotte!!! The drive time is insane - traffic is heavy and roads are clogged! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I think a high speed rail corridor between Atlanta and Charlotte is a great idea. Having driven from Charlotte to Atlanta many times for meetings and to visit family, I would have loved an alternative to driving in the traffic on I-85. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/RDD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | Excellent initiative | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I'm entering my support for a high speed rail line from DC to Atlanta. This is long overdue from a standpoint of lessening auto emissions and ease of commuting around the nation in general. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I would be in favor of a high speed train between Atlanta and Charlotte. Traffic is just getting worse by the day. Something needs to be done. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative in the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I support the high speed rail corridor between Atlanta and Charlotte with the most desirable route being a new route that would provide the shortest and fastest times between the two cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Romment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/20/2019 | Web Comment | I think we should go with the plan I would love to go to Greenville Sc in 30 min and definitely Columbia and Atlanta in 2hrs that will be great | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/20/2019 | Web Comment | I would like to voice my supposed for the proposed rail line between Atlanta and Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | Just read about the possibility of high speed rail in the Greensboro newspaper. I frequently make the drive to Atlanta, and having the ability to take a train from CLT to ATL would provide not only a faster way to get there, it would also be safer. The drive down I-85 can be a nightmare. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | Though I didn't review the exact materials, I did read an online article. I think this is a great idea. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. belailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I think building an additional corridor for the proposed Charlotte/ Atlanta rail line is smart, necessary and is great for much needed job creation in Charlotte. I vote yes. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I believe this is a great idea for people who live near either Greenville, South Carolina and Charlotte, North Carolina. Also great idea for people who may have relatives in I-85 interstate corridor from Atlanta to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I love the idea of a 2 hour trip to Atlanta. A 10 year time of construction seems daunting, but I think the outcome is wonderful. It would bring so much to Charlotte. As a GA native, I'm excited about the idea. Now, if prices could be made affordable, that will be the breaking point. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Will require the event of the route into the Alternative. The advect of the route into the advect of the route in the there will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Our entire country is behind the rest of the industrialized countries in transportation. This is a necessity. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please, do this. We need a high speed rail in the South East between these major metropolitan areas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | I support this. As a Charlotte resident, I think it's time we join the major cities in the north and start working on connection not only in the city, but between large cities like Atlanta and Charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into |
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| 10/19/2019 | Web Comment | | Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I'm extremely excited for the possibility of high speed rail coming to Atlanta. This option has been a long time coming and I want to voice my support for this project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | I support use of public funds for expansion of rail service and especially high speed rail from Raleigh to Greensboro to Charlotte to Atlanta. Please start on this project! I frequently travel to Atlanta and would love a viable high speed rail option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | | The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commision's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports-1. The Southeast Rail Corridor covers the corridor between Atlanta-Greenville/Spartanburg-Charlotte-Raleigh-Richmond and Washington DC, where it connects with the the Northeast Corridor. Each state also has its own rail plan which is available on the state DOT website. States have also led feasibity studies, and in some cases, environmental analyses of specific corridors. An FEIS/ROD for the Atlanta-Chattanooga corridor was issued in 2017. |
| 10/19/2019 | Web Comment | Yes! Love this! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Would love to see this become a reality. Our three children and eight grandchildren live in Marietta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | i am COMPLETELY in favor of a high-speed rail connecting Atlanta and Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Yes to more public transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | This has been a long time coming. There should have been commuter rail between Georgia, South Carolina, and North Carolina for a long time! Logically this needs to happen due to the multitude of anthropogenic and environmental factors that are currently extant. Had planners and those with the money had the wisdom to do this decades ago some of the damage to our environment, infrastructure and human existence itself might have been drastically reduced or even non-existent. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | The high speed rail option from Atlanta to Charlotte, as part of the greater corridor, is exactly what is needed to bring the Southeast into the 21st century. Economies in each city would benefit greatly and mass transit helps provide a greener transportation option. Please, please make this happen. As a Charlotte native, Georgia MBA grad, and Atlanta professional I am very familiar with I85 and it's honestly a mess. Do the right thing. Don't be a fool! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative Will remain a part of the project record and will be sumarized in the FEIS/ROD. Roments to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am thrilled with the plan and hope that Georgia will show ourselves to be forward-thinking and adopt this plan. I would love to attend a meeting if possible. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I think this is an excellent project to put money towards and I would definitely utilize it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses tract route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | This is an absolutely amazing idea and would bring so many new faces and opportunities to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | A high speed rail line is just just what the southeast needs. I know for a fact that I would take many trips to Atlanta and beyond if this project is built | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please make high speed rails the future don't invest in cheeped options just because they are cheaper. Connect the most people possibly and make transportation accessible for all | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I support a high speed rail. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I think this is a great idea. It will reduce traffic with is good for the environment. We are so behind Europe when it comes to high speed rail. It's good economically, more jobs | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Romment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | | I love the idea of high speed rail project between Atlanta and Charlotte. I think this will provide a valuable economic development while | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/19/2019 | Web Comment | invertie dea of high speed rail project between Atlanta and Charlotte. I think this will provide a valuable economic development while simultaneously reducing the strain on air travel and congested interstate system. I think incorporating Gainesville or Athens would have a positive impact for general populations and business travel. | Infance you for your support. A Preferred Atternative has been identified in the FES/KOU (refer to Section 2.1 inthe FES/KOU) and it is for high-speed rail with frequent service operating on dedicated tracks without al-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FES/KOD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | In favor. This projects creates less traffic on 85 and ensures less car accidents, faster travel, and convenience. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I FULLY support this plan, and believe it would be highly utilized by millions of people. The United States needs travel options like this to catch up with the rest of the world. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | A high speed rail corridor between Atlanta and Charlotte would be incredibly valuable. It would greatly improve my ability to do business. I'm familiar with the high speed rail system in Europe and long for the same environmentally friendly and efficient alternative that I could use regularly. Please, please, please fund this project! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I support this initiative and all options. It will have a tremendous economic impact for Gaston county and our region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Yes for the high speed rail project between Atlanta and Charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Faster is better. Don't be shortsighted due to cost. I will absolutely use this (already use Amtrak to Raleigh for visits with family, but for little else due to slow travel times). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | l want better train options! I am highly supportive of all train transport options. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | This is a good idea for employment, culture and environmental reasons. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | I support this. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | Why hesitate to help the environment on which our FUTURE children and country depend? High speed rail and more Public Transportation is needed now. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | The proposed railway from Atlanta to DC is an absolutely wonderful idea. I often think about the amount of pollution that could be spared by such a move, as well as the time and money that travellers could save. Having lived in Europe and been able to travel anywhere on bus or train, I think this is a great idea. I urge you to go through with it, this is the direction our country needs to move in to reduce climate change. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROD) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the southeast Corridor commission-reports-1. The Southeast Rail Corridor covers the corridor between Atlanta-Greenville/Spartanburg-Charlotte-Raleigh-Richmond and Washington DC, where it connects with the the Northeast Corridor commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast also has its own rail plan which is available on the state DOT website. States have also le |
| 10/19/2019 | Web Comment | Building this high speed rail is the type of thing that would make me move to either city. This will draw hundreds of thousands of people who are mobility as the driving force of the future | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Thank you for considering expanded rail options. Our roads are too congested. Rail will take so many cars off the roads. I look forward to using more public transportation in the future. Thanks! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I think the high speed CLT to ATL rail is the best option. I would use it at least once every 2 weeks. Many people would use it weekly for business, leisure, etc. I drive to and from Atlanta all the time and the amount of traffic I see between these two major cities is incredible. People will most definitely prefer sitting in a train instead of driving. Less time, no traffic, no need to focus on the roads, etc. I believe the third option is a great investment and move into the future. They say Charlotte is the fastest growing city— let's prove it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | It seems to be a great idea. Id feel comfortable abput fulfilling my 13yr dream of moving to Charlotte without worry of my parents being able to visit If couldnt drive (and they wouldnt have to). Projected crime increase or reductionand how I could be part of this awesome inclusion/liaison at my job (Dept.of Labor) has my mind flowing. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | I support the high speed rail plan. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | I would like the option to travel quickly as my brother is in Charlotte and I work in atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | The railways would be a huge game changer. Georgia doesn't utilize existing right of ways and this would be a low impact but very high yield project for both citizens and govt. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the act route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please consider the high speed rail alternatives, to move us forward as other countries have done. This will have a positive affect on our environmental concerns as well. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | This is an amazing idea that deserves full support. Rapid rail can change the face of the South and reduce reliance on cars/planes. I wanted to share my strong support for this initiative. I'm not able to attend the upcoming meeting so wanted to send this survey. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am writing as someone unable to attend be public meeting. I am overwhelmingly in support of the high-speed rail corridor, as well as in increasing public transit in general. This is crucial in ensuring a greener future and in helping change the atomized transit culture of the Southeast. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please help get rail roads working between Charlotte and atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I'm very excited about the prospect of high speed rail to Atlanta. We should go with the option that will have the highest ridership. No sense building a slow rail that few people will use. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill result of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I think the Atlanta to Charlotte railway is a great idea! It will make traveling back and forth more convenient. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the eaxet route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | Fully support rail corridor between Atlanta and Charlotte. Superb idea and hope is accomplished as soon as possible. If could link the RTP triangle area as well would be wonderful. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
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| 10/19/2019 | Web Comment | | Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | we need better public transportation. So I agree with this proposal | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Please make this happen. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing in full support of this project. Please follow through with enacting it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I'm very excited by the prospect of passenger rail in the region. It is long overdue and greatly needed | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I would love for this light rail to be built. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | A Charlotte to Atlanta fast rail system makes infinite sence. The linking of Two major urban powerhouse southeast cities by high speed rail would excelerate economic growth. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | This rain line to Charlotte is awesome! I fully support it, great job! Please implement it | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Getting to Atlanta in 2 hours would be great and would allow for tremendous economic benefit. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be eveloped in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | We have I-85, so it seems redundant to copy that path. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I support the high speed train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the idea of building the route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | As someone who just moved to Charlotte after living in Atlanta for 30 years, I would LOVE a faster way to go back, that doesn't involve getting on a plane (bc let's face it, it probably takes just as long to fly due to security and whatnot). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Great idea extending to me from Atlanta to CharlotteNC | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Yes to high speed rail to Charlotte! I make that drive frequently and would take a high-speed train if it was on time and less than 3 hours. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | This is long awaited. As a travelling consultant, the Charlotte to Atlanta transportation options have often been called the "too long to drive, too short to fly route." | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I'd love a rail from Charlotte to Atlanta! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | For high speed rail to Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I support high speed rail from Atlanta to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | The traffic on I-85 is getting worse and this extends all through Ga, SC and NC. Putting in a high speed train could alleviate some of the traffic problems now seen. GA had the opportunity to extend train service towards the Athens area when the Olympics were held in Atlanta and it never happened. Don't drop the ball again! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I'm a big supporter of the rail. I use Charlotte to Raleigh all the time | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Hello, I work in Charlotte and live in Indian Land, SC (just outside Charlotte) and wanted to write in support of the proposed high speed rail line (the one with the 2 hour travel time) between Charlotte and Atlanta. It is definitely something I can see myself using, and would be a great investment in our communities. Thank you for your consideration. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I cannot make the meeting but wish to voice my support as an Athens resident | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I love this Ideal Make it happen! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | We want high speed rail | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | This would be great for those who travel frequently! Traffic is getting out of hand. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | My wife and I are very supportive of a high speed train from Charlotte to Atlanta. After living the large majority of our lives in Georgia, we moved from Atlanta to Charlotte three years ago, leaving many family and friends behind. We still visit Georgia 3-6 times a year and would much prefer to take a high speed rail over driving. Thank you for taking the time to review my input on the matter. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | ABSOLUTELY YES!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|--|--|
| 10/18/2019 | Web Comment | I would love to see a train from Atl to Charlotte!! This could be beneficial in so many ways for so many people? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Please approve the high speed train from Charlotte to Atlanta. Cutting the time to Atlanta in half and reducing motor vehicle traffic would be amazing. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | This would be AMAZING! Would create less traffic on the roads. Provide a safe alternative mode of transportation. Along with a fun & unique experience on travel! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the high speed rail project. The long term benefits will make it very worthwhile. Traffic between Athens and Atlanta is bad and this would lighten traffic and provide a traffic free alternative of travel. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the high speed rail project! We need to work on flying alternatives to stop the destruction of the planet; | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | This would really be great for both cities with Charlotte continuing to grow it's like Atlanta little brother this will bring a lot more revenue to both cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I would love alternatives to driving | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Even an Athens Atlanta line would be huge! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I wish they could have much better access to get around by train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|--|--|
| 10/18/2019 | Web Comment | Please get better public transportation between Charlotte and ATL! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am absolutely in favor of high speed rail linking Charlotte and Atlanta. It's about time the Southeast received its due in public transportation of this kind. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | A wonderful opportunity for Charlotte and the region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I would really use an Altanta-Charlotte corridor. Please bring one to our area!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | l am an Athens resident and wholeheartedly support the plan and believe it would be monumental. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I think this one of the Big things our country need. I think we need high speed train all over the country. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I'm so excited, and in favor of, a high-speed rail system | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Resoness to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Better public transport please | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | Would love to see this built! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|--|---|
| 10/18/2019 | Web Comment | In favor of | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am very much in favor of the high-speed ATL > CLT lightrail! I think this would be an affordable, environmentally savvy, and highly used mode of transit. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. This Project would be an intercity rail project. Light rail refers to urban rapid transit systems. |
| 10/18/2019 | Web Comment | Highly in support of this option. Thank you for allowing me to voice my support. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I cannot attend the meeting but I would like to express support of the high speed rail between Atlanta and Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Please do whatever it takes to make this happen sooner rather than later. I am from Kannapolis, NC and have lived in Atlanta since 1999. I use to drive back home about every other mother. But the drive has become taxing and extremely long. Also with 3 kids that drive can be unbearable. The traffic and construction all the way up and down 85 is ridiculous. My mother and sister who are still in the Kannapolis don't travel down here as much for the same. Please, please construct this corridor to keep families together. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Choosing any of the corridors that doesn't allow the **fastest** possible route between Charlotte and Atlanta is a waste of time and resources. A 4- hour train ride isn't worth spending the resources. A 2-hour trip could dramatically change the region. People in Charlotte or Atlanta could get to the other town for an event after work, which would dramatically change the region. If the train ride took over 2 hours, it doesn't become much more competitive than a bus trip or the existing Amtrak option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Yes we need this. Please build this. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | Bring the Charlotte Atlanta Corridor to Atlanta ASAP! It would be a great for Atlanta business. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I am so excited and looking forward. I think this is a great idea that will reduce emissions and traffic. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I think that if funding is acquired, this would be a great thing for all 3 states | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | In favor or rapid transit from Atlanta to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Let's build more train and rail to boost the economy and connect our cities! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | I'm a fan of the proposed rail project. Connecting 2 major cities in the southeast while reducing vehicle traffic. It also looks like some of the proposed stops could be used as a commuter rail to reduce travel times to either city and offer residents of more rural areas access to higher paying jobs thus boosting the economy of the region while allowing a reduction in population growth of over populated metro areas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | I am all for it. I believe that commuter rail is something that is not looked into enough for Atlanta. In the same way, I believe intercity rail could also be a great addition to Atlanta, Charlotte, and the Southeast. I would use the train for both business and leisure. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altarnatine and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Tracks built primarily for interstate high-speed travel are often used for shorter distance service, such as commuter rail, as well. |
| 10/17/2019 | Web Comment | This would be a great and lucrative idea. I love it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments sergarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | This would be wonderful . We have family in greenville and this would be great to use! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/14/2019 | Web Comment | This would be a great project which would connect a fast growing corridor - I could not think of a better use for GDOT's dollars. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/12/2019 | Web Comment | Excellent concept and idea, With large extended family in Charlotte and many activities to attend in Atlanta, would love to see this rail line come to reality. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/11/2019 | Web Comment | I feel like this train will help this region and provide important economic infrastructure! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/10/2019 | Web Comment | I am strongly in favor of mass transit options and excited about the prospect of traveling from my home in Athens within the state of Georgia to Atlanta as well as out of state to North Carolina without driving my personal vehicle. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/7/2019 | Web Comment | I think it is important to connect the three major airports, Atlanta, Spartanburg, and Charlotte. Putting it along 185 might relieve traffic congestion on the road. Since I am near Athens, I would like it to come there, but any of the routes is preferable to no train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 9/20/2019 | Web Comment | Hello, I am a former 13-year Atlanta-area resident and I spent the greater part of my life along the corridor, having grown up in the Charlotte area, attended school at Clemson University, and having spent most of my adult professional life in Atlanta architecture firms before moving my family to France almost eacity a decade ago. I now we and work in Paris, with the architecture and planning affiliate of French National Balways SNCT. Joved daily in the high-speed rall environment and I have tradeed tenss of housands of miles by TGV. My passion for SNB and the EXG, and my personal vision for high- speed rall along the Pledinon-Atlantic Corridor led me to move to France in order to study how they did I over three. I have been working on a proposal of some sort for the last several years. I do not know what form (whites pape, book, PoverPoint presentation, etc.) that this work will ulimately results in nor to whom I will address I but for now, my ock currentle years as a growable energy that will conserve than sense that high respect fails. Deverse that is a provide an energy that will conserve that were interpreted to account of the sense of the sense and the provide table that high respect fails. Deverse that are sense that and a Advencing to the Star passion and the sense that the renew sense that the provide table table table accounts on the sense that and table table to account all legal and influence resources at their disposal to ensure that the Star opicet never gains stem. So, give the airlines a role (a stake in the game): - Making connect the airlines that they transportation providers and not simple that on proposal disposal for the sing fair counts, and section accordingly. In the section part section that her the section account and the section part of the section of the sing fair counts. The section account and the section part of the section part of the section and the section account and the section part of the section account and the section part of the section account and the section account an | |
| | Web Comment | I just wanted to voice my support for the proposal that routes through Greenville SC. As a frequent traveler to both Atlanta and Charlotte, this area has long needed alternative transportation to these hubs. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | Please build transit. | |
| Written Comment | We need frequent trail service in USA. If for no other reason we need good service for security reasons. As we found out in 911, the on time air system can be stopped - not true for trains. Train travel is humane and delivers to city centers. Thank you for doing this. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/RDD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | I would love to see new highspeed rail roughly parralleling the CSX corridor along the route of the silver comet. I watched the last silver comet pull through emory station over 50 years ago. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided unalyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald so support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| Written Comment | | Thank you by you support. A Prelete to Attend we have been identified in the PES/AOU back to Section 2.2 in the PES/AOU and it is for ingrespeed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Attenditive. FRA dismosed the other two Corridor Attenditive. FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Fastest route possible between locations is incredibly important. | |
| Written Comment | This is a very exciting project and something we should push to accomplish as soon as possible. Please find a way to broadcast this message as much as possible. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | I think the corridor that reduces travel time should be preferred. Otherwise, who will ride? | |
| Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Great project for the southeast part of the country. Keep doing a great job. I hope it gets funded all the way to the end. | |
| Written Comment | Very interested in seeing the project through. It's time for this type of train option to be available for all commuters in this part of the country. Will open up the southeast as these states combine to grow. Pull for funding. It is a critical project and a worthwhile investment for the public. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternative, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatnation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald soupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | Project is much needed. Use the existing Crescent Amtrack numerous times per year. Would use new trains on a much more regular basis if a train was available during daytime hours. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| Written Comment | I like a train from Charlotte to Atlanta. If that is the main idea, please focus on that. Try to make it between 90 minutes to 120 minutes. Just a few | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | stops. Uptown to uptown. | |
| Written Comment | Very interested in having this transportation option in our area. We need something like this. There is a cultural battle to overcome. Since people aren't use to these options in the area. However, there is a large group of supporters. Looking forward to hearing more. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | This is sorely needed. Traveling from Greenville to Charlotte on I-85 has been horrible. I am aware of rail passenger efforts in North Carolina and Virginia that have established or planned modern rail transportation. It is needed in GA and SC to complete a vital route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | After reading the info provided I am favoring the continuation of the project. My biggest concern is the train travel speed. I would probably continue | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT |
| | to drive if conventional diesel is used. Speed and convenience should be paramount. Enough with the "environmental justice" nonsense too. | |
| Written Comment | I am very happy to connect with everyone this evening. I am looking forward to being very active in helping bring this awesome progress to Greenville. Thank you for all your friendly information. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altaten and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | I'm very excited about the possibility of this project. I really hope it happens not only as a transportation/train enthusist but also as a commuter for | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | work. I work in hotels and often travel from Atlanta to Greenville to Charlotte monthly. This would greatly improve my business travel. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | Voc avoited shout the recruiting benefits avanading generatic mobility, series i transactories | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | Very excited about the recruiting benefits, expanding economic mobility, regional transportation This is what tax money is meant for. Awesome stuff, build it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Written Comment | Thanks for the preparation. This project is a dream come true. Having a mass transit opportunity linking Atlanta - Upstate - Charlotte would open up these communities to economic and cultural growth. Personally, being able to profit from professional and collegiate sports without a POV and the drive would be outstanding. Having lived in Europe and benefitting from available, reliable, economically accessible mass transit showed me if was possible. This would lessen the wear and tear on our aging 85 infrastucture and improve safety. The benefits of this project are clear to me, and I hope I am alive to ride. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | This was a well-organized event that is highlighted the significant neds in the area of improving our current transportation infrastructure. We need more forums like this and we need to include more stakeholders who will ultimately help advocate for this issue. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Court Reporter | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | I am pro for this idea, because in the long-term from our descendants, we need to give them mobility, freedom from Atlanta to LA. They can enjoy the ride to Atlanta and late dinner in Los Angeles. Also enjoying breakfast in Atlanta and late lunch to New York. It means not only the economy but also political and admittedly military purpose. China already completed their high speed rail from Beijing to Shanghai. To extend the other areas with high speed, that is a great infrastructure. So in the United States, we are just bounded by states. There are many people who are not experienced to go to the neighboring states. I hope the government will make it as a national project; not only rely on the state, but nationwide. | |
| Court Reporter | I think it is a really good thing and definitely GDOT needs to give the project full funding. Considering that they have already spent well in excess of a billion dollars on railway interchange projects, that will be maxed out within ten years. I think this is a great opportunity to solve a lot of transportation and congestion problems throughout the Southeast. It is always going to be more expensive in the future. They definitely need to get on it now rather than later. | |
| | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatina and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Court Reporter | | |
| | And my concern is corridor alternatives. And really, an elevated solution like skyTran, S-K-Y-T-R-A-N, as a solution to larger, heavier locomotives. I talked to some people this week in California who are working with skyTran. They are the CEO and COO, I guess, of the company. And they have a test site in Israel and a test site in Texas and a site in California that they are working with. Now, they have don't have an operational site yet, but they are hoping the one in Texas is going to be operational soon. And they believe that in a year or two they are going to – I'm going to say '23 they can have a – they can be ready to build a -corridor, a track where the vehicles would be 100 miles an hour or more. Okay? So I know that's not quite as fast as some of these solutions, but they probably could accelerate above that if that was a requirement. But the point is, in addition to looking at the cost of rail corridor, we need to look at what I'm going to call ultralight rail, personal rapid-transit or group rapid-transit vehicles. | |

| a a | t H r V S F | am a lawyer by training. I haven't been a courtroom in years. I am basically – I guess you could say semi-retired now. I have been interested in rail ravel ever since I was a child. When I was in law school, I used to get a train from Greenville to Charleston. You can't do that anymore. My iometown is Charleston. I live here, in Greenville. I have two granddaughters, two and six, in Atlanta. I hate getting on 85 anymore. I used to go up ind down that road all the time to visit my wife's family in Tennessee. I don't like getting on 85 at all. The traffic is horrendous. The traffic is – the oads are – the interstate is not built for the traffic wear. They are not capable of handling the traffic where were great when they vere young, but our railroad system in this country is like worse than a third-world country. I have been to Ireland, been to Scotland. Ireland's rail system is wonderful. Ours is horrible. A little ole country like Ireland, I think has about the population of South Carolina, has got such a much better ublic transportation system. It's absolutely ridiculous. We need this and we need it now, not when I'm 100, but I will take it whenever for my randchildren and great-grandchildren. I think that's all I want to say. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. TRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| c | i | want this to happen. I'm a retired school teacher, tight budget, but I'm willing to pay extra taxes for 21st-century transportation. Driving on the nterstates is dangerous now for a senior citizen or for new drivers, and I would like to have access to reliable trains, rails, especially high-speed. et's see. What else do I need to say? I just said about the 21st century. I think the impact on the environment would be less than automobiles. It would promote a better quality of life. Families like mine separated by distance, we have relatives in Atlanta and in Tennessee, we could visit more | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Court Reporter I c r t t t f | am, uh, a former resident of Atlanta for thirteen years. I grew up along the corrid uh, the Charlotte to Atlantic corridor. I was, uh – I grew up in utside of Charlotte. I went to Clemson University, and I was in Atlanta for, uh, thirteen years professionally until, uh, about a decade ago when I noved to France. And, uh, so I would say since since I've been working for the, uh uh, station design affiliate for a French rail railway, SNCF. I his isthis project or the potential for this project has been a passion of mine since, uh. I first learned of the of a TGV. Um, and I think this is a, I transformative way of travel. People, um it is completely transformative the French culture, it with respect to how they get around, why hey get around, what what they do and forand what motivates them. Uh, it base it essentially changes the map. It it it stretches I t it uils it pulls cities much closer together. Cities which are once, uh, occasional vacation spots are now commuting locations. Um, so I the sisstence, uh, this is sappening along the, uh, Charlotte, Atlanta corridor. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| C | Court Reporter | represent myself. Um, this proposal actually hits every target of where I have to travel often. So it would be really helpful if we could get this done. Ay son is in Maryland at a private school, I am here working, and I'm traveling back to visit family in Georgia. So if I can get off the highway, save the noney, keep that in my pocket in order to pay for his tuition, I will be extremely grateful. That's it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Court Reporter Web Comment | Um, I'm live here in Charlotte for seven years now, and I always love Atlanta, and I want to travel there a lot, uh, for games, and, uh, I live in Europe for two years. So is – it was very easy just moving by trains. So for me, I love this idea. I want to support it, and I will be traveling. I'm just waiting for the day that it's done. Yeah. Thank you. I think that this is a fantastic idea bringing two large metropolitan areas, Charlotte and Atlanta, together. As a resident of Greenville, I could see myself using this for work purposes, but still residing in South Carolina. I think this would benefit South Carolina tremendously especially with the mess of 85. My suggestion would be to include Gaffney as a stop. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to atternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South |
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| 10/23/2019 | Web Comment | 1) I don't see how any alternative that uses the existing NW tracks can be considered. Those lines are already congested with freight traffic, to the extent that existing passenger rail (Amtrak) regularly runs hours late. Adding high speed rail to that already awful corridor is a waste of effort. High speed rail in this corridor must have its own tracks. 2) If rail can be faster than driving (i.e. 3 hours) then this is a viable idea. If rail is slower, it isn't worth looking at. 3) Tucker, and Lawrenceville are silly places to have stations. Go up the 985 corridor, have a station at Gainesville, and then north from there. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | ALTERNATIVE 6: CSX AND NS VIA ATHENS (CSX ATHENS) As an Athens native and resident, I can say that train service has been needed for years. There are not enough jobs in Athens that pay enough for professionals so we must go to Atlanta. However the commute times and parkinf in Atlanta make that impossible. The commute to my job in Fulton County was over two hours each way. Train service would make the commute time easier and more productive. It would keep traffic down and reduce individual consumption of fossil fuels. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Court Reporter | I want to talk about the total project, really. I became aware, on a recent visit to Atlanta, that we are not going to be able to construct enough lanes to take care of all the traffic that needs to be taken care of, so rail traffic is another means for people to be transported. I have read the study. I think it's a very good study. It's obvious that the Crescent route is not the optimum route, even though it's the cheapest. But I do believe that the Greenfield does not take care of the population that it should take care of; therefore, I'm for the I-85 corridor. It's where the population resides. I believe it will take traffic off of I-85. I think it's the best option for us. I obviously would also like, because I'm from Kings Mountain, North Carolina, to be able to have a Park and Ride from the west of Charlotte to be able to go to Atlanta. So I would like to have a station placed in Kings Mountain as well as Gastonia, then they have the one at the Charlotte Douglas Airport and then the Gateway. Let me think if there is anything else. So I believe that there could be a smorgasbord corridor made up at Greenfield when it makes sense for a right-of-way and I-85, because of picking up the population, to lessen the cost of the I-85 corridor because it's 15, 16 billion dollars and the other is 6 to 7 billion. I think that's about all I want to say. The time for passenger rail is now. So it might be that we stat a service on the Norfolk Southern route first, just to get it started; to get people used to being on rail. Even though it takes longer, it's much more convenient and much more relaxing than being on 85, and I think it would relieve | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | Court Reporter | | |
| | | I have been around this stuff for almost 30 years, first as a member of the Atlanta City Council and then as the rail program manager of the Georgia Rail Passenger Authority. We have studied this and studied that and studied the other thing and done environmental studies, and we have gotten nowhere. I am hopeful that this may lead to something positive. But I also think that we need to walk before we run, and we need to get passenger rail established on existing corridors. I realize that that is maybe negative thinking, may not be forward thinking enough, but we have the infrastructure. We can improve the infrastructure that we have for nowhere near as much as we are talking about in order to provide people with alternative forms of transportation. I hope that I live to see this, but I am not optimistic about that. That's all. | |
| | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Ter 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | Court Reporter | | |
| | | I'm the planning and economic development director. Had four comments primarily. One was, uh, would ask if you all would consider a hybrid approach when you consider the Phase II, Tier II process. In other words, right now you're looking at each one of those corridors as a independent, uh, between Charlotte and Atlanta, and I would hope that you might consider, um, mixing and matching, so to speak. And the reason for that is, uh, we believe that in City Kings Mountain, that we're a park and ride for the western part of North Carolina. And that as such, you know, a park and ride in that location and access to the station along I-85 Corridor will make a lot of sense. We do like the idea of the, uh, greenfill approach and the faster process that would allow with a greenfill. But also looking at what's going on in Gaston County and Gastonia, that ti's probably very problematic to try to do the greenfill in that part of the country. So we would recommend that. Also, um, coming from a different part of the country, I came from Chicagoland area. I remember driving in on the interstate, and I remember going like two to five miles an hour. And, uh, I would look off to the left or right depending on well, actually it would be the left each way. Either going east or west, and I'm going two to five miles an hour or stopped, and I would see the, uh, commuter trail just flying by. And I think that, uh, while I-85 would allow that kind of approach to allow people to see a train going by pretty fast and allow people to thinkhave a more top of mind approach to want to utilize rail as opposed to, um, just getting in their car. We have it doesn't matter how many lanes you put in, you know, eventually those lanes are gonna get clogged up and that's the advantage of, uh, the rail access, and we'd ask you consider those options. And thank you for your time. | |
| | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | | |
| | | I am the city planner for the city of Spartanburg. We would be supportive of a stop/station in Spartanburg County or Spartanburg City, and are supportive of the project overall. During our Comp Planning Process we will conduct exercises considering the Downtown (Norfolk-Southern) and S85/Milliken stop. Personally I would be thrilled for this to happen, even without a stop in Spartanburg - it would be amazing for the development and economic opportunity for the entire Piedmont-Atlantic. I would prefer a stop in the City, but I am most supportive of the I-85 option. The Greenfield option would not take the advantage of existing infrastructure/regional modes/transit connections. I would also want to see as least amount of added environmental impact as possible and would be appreciative of the possibility to alleviate traffic congestion along I-85. This project will change the upstate radically - regardless of how many stops are placed here. Transit Oriented Development for the win. I hope I see this come to fruition during my lifetime. | |
| 10/18/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | Court Reporter | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the GreenField Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|--|--|
| 11/1/2019 | Web Comment | people getting around in cul-de-sac type subdivisions. It makes transportation difficult. That's about it. Yeah please do that. It will be great of this High Speed Rail from Atlanta through Charlotte & Do Need stops in Greenville & Greer, SC areas too please. Thankyou. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatnation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | delivering passengers in under three hours would be the better route, so to speak. Other comments- there really needs to be a MMPT in downtown Atlanta. It would be nice if the Greenfield route went closer to downtown Greenville but I understand I-85 is probably in the way. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Web Comment | I think having a high speed rail line from Atlanta to Charlotte is a great idea, and would be beneficial to the southeast as a whole. The greater benefit would be if the line were to connect with Washington DC and then New York via Amtrak. It offers a much more environmentally friendly and sustainable mode of transportation compared to air travel. Also, when factoring in travel time to the airport and security screening etc it would possibly be faster. As long as it's done correctly with a vision of speed and efficiency then I think it's a great ideal | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All commants regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project tweshte. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. An important part of the Purpose for the Atlanta-Charlotte project is its role as a key part of the Southeast Corridor to Washington DC, connoting there to the Northeast Corridor. The optimum operating plan, including whether trips through to DC will require a change of trains, will be made in later stages of the Project Development process. |
|------------|--------------------|--|---|
| 10/24/2019 | Web Comment | I support a rail line going from Atlanta through Greenville to Charlotte. I would prefer a route that minimizes negative environmental impact and either goes through Greenville or includes plans for a spoke that will go from the main rail line into downtown Greenville. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | I'm excited to hear more about this ambitious project and am generally an advocate of needed public transit in the area. I am curious what benefit the Crescent line has over the others as it will not (or is not expected to) cover the costs of construction. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Great idea. I would discourage the Greenfield Route. In favor of a stop in Greenville. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I do not support the Greenfield option. The options that would interface with the towns and also touch GSP would serve the public better. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Sponsors and funding for the Tier 2 ElS analyses have not been identified to date. |
| | Written Comment | The passenger corridor for high speed connection is needed. I am concerned that the project to lack a strong advocate. Who is the advocate for this project? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEJS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | project: I would like to see an energy efficient form of fuel. We already have issues with air quality. I would suggest the rail to be electric and have some solar panels added to save on running cost. I personally like the existing railway route. Thanks for your time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |

| | Court Reporter | As an individual who cares about leaving a small environmental imprint on our earth, I think something like this is really important in order to protect our environment; to also allow individuals who need transportation to get from one place to another who can't afford a vehicle or don't want the vehicle emissions to impact our environment, whether it be urban or suburbs. Make it more feasible for individuals who want to travel far distances but don't have the means to do it. Do it in an environmentally friendly way. As an educator, I think it is important that raising a generation of future individuals who are going to take care of our earth, it is up to us to set a good example to do things like this and push initiatives like this. If the set of the set | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project buesle. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in the Tier 2 study. |
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| | | we don't take care of the earth, who will teach our kids to do it? Having a high speed rail link between my home of Atlanta to Charlotte would be incredibly beneficial to our cities. These to cities already do an | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/18/2019 | Web Comment | incredible amount of business and trade together, such a rail link would be huge for both of these economies. It would also drastically reduce the environmental impact of all of this Intercity commerce since high speed rail travel produces a fraction of the emissions of air travel. Lastly, connecting this with the North East corridor would provide an excellent, rapid, and sustainable transportation alternative across the entire Eastern seaboard. The economic opportunities of that are boundless. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. An important part of the Purpose for the Atlanta-Charlotte project is its role as a key part of the Southeast Corridor. The optimum operating plan, including whether trips through to DC will require a change of trains, will be made in later stages of the Project Development process. |
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| 10/29/2019 | Web Comment | I am glad to see our region considering robust mass transit options and I hope the plan goes forward, both to alleviate congestion on the I-85 corridor and to lower carbon emissions. It's good to see the existing rail lines being considered, though I know it might not be feasible to use them all. However it's done, I hope it's as environmentally responsible as possible within the financial limitations. It would be great to see our region step up as leaders of both public infrastructure and climate-consciousness. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in the Tier 2 study. |
| | | Pending the outcome of suitability and environmental impact studies, I 100% support the construction and implementation of a high-speed rail line | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/20/2019 | Web Comment | through the Atlanta-Charlotte corridor. | Thank you by you support a relative has been transfer in a been transfer to the formation of the respect of an with the transfer in the respect of an with the respect of the respect o |
| | | High speed from Atlanta to outer cities and not just communities is important. Traffic build up is environmentally unfriendly AMD unfortunately we | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/19/2019 | | just don't have enough movement through such a large city outbound. Investment sites and employment opportunities would be easier to access and I'd love to be able to visit and travel by train for those friends and family I just can't muster the idea of driving 3,5, or 12 hours to. Environmental care is first and foremost, but if the train saves people from driving individual vehicles or taking buses, I would say give it a go. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comments unmaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in the Tier 2 study. |
| | Written Comment | Sounds like an incredible and needed project as the region continues to grow. Was particularly interested in the environmental impact and information on revenue/O&M for each line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comments unmaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in the Tier 2 study. |

| 11/4/2019 | Web Comment | Follow-up comments as per the public information session held in Atlanta, October, 22. Overall I am in support of any rail project – regional commuter or interstate passenger line. The basic expectation would be to pursue this or any rail project holisically in the context of long-range transportation planning efforts, balancing the needs with local transit - coordinating with the ATU / dattart-Region Transit Link Authority, to ensure the best as possible transportation solutions. Incorporating private rail services would be beneficial as existing rail, though asking Norfolk Southern or CXto forgo access would require financial incentives. Route preference would be to maximize the number of connections to reach employment and education centers, including Athens GA. Andersons CC (Clenson Univ.), and Greenville SC. As for the project approach, applying a phased or iterative effort, targeting a first phase of service within the Atlanta/North Georgia Region could serve as a proof of concept before an even larger investment to span greater distances. For locomotive power, diseel-electric would be an ideal mode with no need to commit to a dedicated infrastructure such as catenary power lines, which may not work well on existing commercial rail lines running cars with excessive dimensions. Improving Public Communications/Collateral As one example of improved communications, in referencing the Atlanta to Charlotte newsletter distributed at the open house, it would be helpful to minimize - if not eliminate, the use of acconyms and jargon in favor of more common anguage terms to better engage the general public that is often not familiar or cares to know the process of pursing transportation project. Ex. National Environmental Policy Act (NEPA), becomes Environmental Policy or government regulations, and Draft Environmental Impact, tenergy efficiency, etc. The steps to fulfill a project are not very meaningful if people cannot relate to the end product or service. One specific layout edit, on page 7 "Technol | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | I strongly support this project without even settling on the route option. I'm simply excited that it's even being considered. Like one of the attendees opined, I am also disappointed the higher tech solution is not being considered. I do understand that may be due to cost, but we're projecting this as a possibility many years into the future, and by that time how relevant will the technology be? Japan, Europe, and especially China are light years ahead of us in this field. I know we can do better. Still, I'm excited to lend my voice in support of this study. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It is anticipated that the project will be constructed to then-current world-class standards. |
| 10/24/2019 | Web Comment | A few comments: If funding has not been figured out on this project yet, I believe we could set this up as an Opportunity Fund Investment. This would be a fast way to raise funds and at a lower rate. I'm happy to help with that even if I'm not involved in the final fundraising efforts. Melliott@SCOpportuintyFund.com The Boring Company can build a tunnel for \$10MM per mile, very fast. They just built a tunnel under the GW Parkway from DC to Baltimore. We could just put a tunnel under I-BS and not have to worry about easements, rail crossings etc We could also have the tunnels go straight from ATL to GSP to CLT airports. This would in my mind significantly reduce the cost and complexity of the project and also the speed at which it is started. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It is anticipated that the project will be constructed to then-current world-class standards. |
| 10/24/2019 | Web Comment | As someone who frequently travels from northern cities to Greenville, South Carolina, it is always distressing to see the number of people flying between Greenville and Atlanta and Greenville and Charlotte (myself included because GSP is just not big enough to demand flights to many cities). I think a high-speed train could have wonderful impacts on travel time and could seriously cut down on these short flights that negatively impact the environment. Aside from impacts on air travel, it always seems like a good idea to have fewer people driving on I-85. | Thank you for your support. The Department appreciates your time attending the open house and commenting on the proposed project. All comments received will remain a part of the project record and will be summarized in the Tier 1 Final Environmental Impact Statement (FEIS/ROD). Responses to the comment summaries will also be provided on the project website. Please see Exhibit 1-8 in Chapter 1 of the DEIS for a comparison of travel modes and average travel times for automobile vs. air travel, the table can also be seen below. Also, see Exhibit 2-30 in Chapter 2 of the DEIS for potential travel times for the three Corridor Alternatives. High-speed rail service would provide many direct benefits for travel along the corridor. A high-speed rail service would also provide similar door-to-door travel times as air service between endpoints when taking into account travel time to the airport and to clear security protocol. By shifting travelers from air to rail, additional capacity will become available at the region's congested airports to allow for longer distance flights. Rail service also produces less emission pollutants than air travel. A Tier 2 study will consider diesel vs electric train technology types, if electric technology is selected, the reduction in emissions would be even greater. Costs can vary by alternative and the Corridor Alternatives have had a limited amount of engineering performed to date. From Appendix B (Alternatives Development Report) section 5.9.2 Capital Cost Estimates, the per mile cost (2013 dollars) for the Southern Crescent Corridor Alternative 10MPH service is 271 miles in length with a cost per mile of \$8.5M; for the I-85 Corridor Alternative (180MPH) length is 266 miles with a cost per mile of \$57.8M; and for the Greenfield Corridor Alternative (220MPH), length is 273 miles with a cost per mile of \$30.9M. |
| 11/4/2019 | Web Comment | I would like to say that the proposed light rail from Tucker to Charlotte would be amazing opportunity for Atlanta and Tucker community. I would love it if planning was done along with Atlanta MARTA to connect the train station to a marta station for ease of travel. Tucker would be a great location! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It should be clarified that "high-speed rail", as called for in the Project's Purpose and Need Statement (in the Executive Summary), is very different from "light Rail", a much slower technology typically employed within urban areas (including Charlotte). |

| 10/18/2019 | Web Comment Web Comment | Please create the new corridor. Only by having the maximum amount of speed in the minimum amount of time will a high speed rail network be used. Also wherever possible, it needs to be tied to a mass transit hub so that passengers do not need to rent a car, but have other options to proceed to their destinations. I am commenting now online as I will be unable to attend the meeting due to work. We need improved rail service between Charlotte and Atlanta; I drive or fly that route monthly. Ideally the train would run at least 4 times a day. Also, Ideally it would connect the Atlanta airport (or MARTA) to the Charlotte airport. The airports are our transportation hubs. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will are Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It is anticipated that the project will be constructed to then-current world-class standards. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternative, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. FRA dismissed the other two Corridor Alternative, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DT also support this Alternative. FRA dismissed the choice of propulsion technology. North Carolina DDT and South Carolina DT also support this Alternati |
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| 11/1/2019 | Web Comment | I am very much in favor of the new corridor solution for high-speed trains between Charlotte and Atlanta, but I believe the train should allow vehicles to be carried, meaning passengers can drive their cars on to the train in Charlotte and then once in Atlanta (two hours later) they can drive off. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatnation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alds osupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives betailed frequencies, schedules, and fares will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Carrying cars on trains requires special railcars which are not capable of safe operation at the high speeds (up to 220 mph) anticipated in this FEIS/ROD. Experience in other parts of the world where service carrying private cars on slower trains has been offerred is that its popularity has declined over time and most of them have been discontinued. An exception has been Amtrak Auto Train, a train that transports cars and their owners from Lorton, VA to Sanford, FL. While the trian is limited to 70 mph (less than other passenger trains on the line) the service is popular, particularly with people relocating for months at a time. |
| 10/29/2019 | Web Comment | I support high speed rail in the Southeast, but I do not support only a line from Charlotte to Atlanta without incorporating South Carolina's other congested metro areas. Specifically, Charleston and Columbia MUST be included in any potential routes in order for it to be effective. Those metro areas outside of Atlanta and Charlotte also need to create better inner-city transportation in order for this to be attractive. I would ride a train from Columbia (My home) to Washington, DC, because I know when I get there, I will have several options to get around. Places like Columbia however, barely have a functioning transportation network. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor commission's webiste, https://www.southeastorridor-commission.reg/copy-of-commission-reports-Las that also has has to sown rail plan which is available on the state DOT website. States have also led feasibity studies, and in some cases, en |
| 10/23/2019 | Web Comment | Great idea! If this was already in place I'd ride to Savannah for vacation and even go to CLT for a fun weekend. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROD) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Corridor Decumile/Spartanburg and kills of whis working with states and other stakeholders on a series of regional rail plans thes://railroads.dot.gov/rail-network-development.plan.ing/national-rail-plan. The Southeast Corridor-commission-agr/copy-of-commission-reports-1. The Southeast Corridor covers the corridor Dectween Atlanta-Greenville/Spartanburg-Charlotter-Railegh-Richmond and Washington DC, where it connects with the the Northeast Corridor. Each state also has its own rail |

| 10/23/2019 | Web Comment | Please make a high speed train line between Atlanta and Charlotte. It would be great to have one between Atlanta and Birmingham and Atlanta and Chattanooga too. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.go/rail-network-development/planning/national-rail-plan. The Southeast Corridor commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor between Atlanta-freenville/Spartanburg -Charlotte-Raleigh-Richmond and Washington DC, where it connects with the the Northeast Corridor. Each state also has its own rail plan which is available on the state DOT website. States have also led feasibity studies, and in some cases, environmental analyses of specific corridors. |
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| 10/22/2019 | Web Comment | This is a great idea for not only Atlanta, but for SC and NC as well. I have three sons graduating from college in the next 4 years. This would expand their opportunities and stay close to home. Need a plan for Chattanooga and Nashville, and another for Savannah and Jacksonville. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.go/rail-network. development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor-commission adported mode was and was in some cases, environmental analyses of specific corridors. FRA and GDOT Hove completed a Tier I FEIS/ROD for the Atlanta to Chattanooga Corridor. More information can be found here http://www.dot.ga.gov/IS/Rail/AtlantatoChattanooga. |
| 10/22/2019 | Web Comment | Building a rail line to Charlotte should be done. My only complaint is that it will not be completed in my lifetime. After extensive travels in Europe we have grown to love a robust public transportation system and it is a shame that the USA and Georgia has not looked to develop one sooner. Travel to Macon, Savannah, and Brunswick should be future considerations. The fact that Georgia has not local regional and national public transportation plan is foolish and short sighted. Please develop a comprehensive rail and public transportation program. You will have my support Thanks. Charles Platz | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatnation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commision's website, https://www.southeastcorridor-commission.org/copy-of-commission.reports-1. The Southeast Rail Corridor covers the corridor between Atlanta-Greenville/Spartanburg-Charlotte-Raleigh-Richmond and Washington DC, where it connects with the the Northeast Corridor. Each state also has its own rail plan which is available on the state DOT website. States have also led feasibity studies, a |
| 10/22/2019 | Web Comment | We have needed trains for over 25 years! Please let's get one to Chattanooga to Atl, to Savanah and more | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dut.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Corridor Commision-reports -1. The Southeast Rail Corridor covers the corridor Commision's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports -1. The Southeast Rail Corridor covers the corridor Commision's webiste, https://www.southeastcorridor-commission-reports-1. The Southeast Rail Corrid |

| 10/22/2019 | Web Comment Web Comment | I would love to be able to access this route; however, I completely stand behind the people on and near the path. I would hope it would bring more income and accessibility to them, but I vote with them. Meanwhile, I'm in Cobb. Am jealous we aren't discussing a train to Chattanooga! High speed rail needs to happen - we need alternatives on the East Coast. ATL to Charlotte, Charlotte to Richmond, Richmond to DC, Philadelphia, NY and Boston. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also Support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | More trains including a direct route to Savannah | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA dismissed the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tie 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROD) is to improve intercity passenger travel between Altanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the southeast Corridor between Atlanta-Greenville/Spartanburg are-of-commission-reports-1. The Southeast Rail Corridor commission such the state Northeast Rail Corridor commission org/copy-of-commission. The Southeast Rail Corridor corridor. Each state also has its own rail plan which is available on the state DOT website. States have also led feasibity studies, and in some cases, environmental analyses of specific corridors.An FEIS/ROD for the Atlanta-Chattanooga corridor was issued in 2017. |
| 10/19/2019 | Web Comment | I can't think of a better thing to happen than Hi speed rail to Charlotte from Atlanta. Stopping in Greenville! Also please to Chattanooga as well. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternative, alternative, and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald so support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/tankinal-network-development/planning/tankinal-rail-planning/tankinal-rail-Railcord Commission's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports-1. The Southeast Rail Corridor commission.org/copy-of-commission-reports-1. The Southeast Rail Corridor covers the corridor to between Atlanta-Greenville/Spartanburg-Faratourg area. Site with the state DOT website. States have also led (rasility studies, and in some cases, environmental analyses of specific corridors. FRA and GDOT completed a Tier FEIS/ROD for the Atlanta to Chattanooga Corridor. More information can be found here http://www.dot.ga.gov/IS/Rail/AtlantatoChattanooga. |

| | Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives betailed frequencies, schedules, and fares will be developed in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commision's webiste, https://www.southeastcorridor-commission.report-5. The Southeast Rail Corridor covers the corridor between Atlanta-Greenville/Spartanburg-Charlotte-Raleigh-Richmond and Washington DC, where it connects with the the Northeast Corridor. Each state also has its own rail plan which is available on the state DOT website. States have also led feasibity studies, and in some ca |
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| | | I am very much in favor of high speed rail from Charlotte to Atlanta. I woud also like to see a route from Charleston to Greenville. | |
| | | I find the project very exciting. We have needed more passenger rail in Georgia, and this sounds wonderful. I take Amtrak, the Southern Crescent. I love it, but it is very slow and it is only once a day in each direction. We actually need trains to also connect us with Florida and with Chicago. That's mainly it, Florida and Chicago. A high speed train that connects us with Charlotte to Washington DC would be wonderful. Il major highly industrial nations have wonderful train service in addition to air service. It is the only way to go in terms of having alternatives for traveling. One thing that I think about every once in a while is a terrorist threat could shut down the entire air system; but it can't shut down an entire rail system. It can only shut down one region or one line versus what happened with 9/11. So if for no other reason, that's great reason to have an extensive and fast rail system and high speed system to be better. I have traveled Europe a number of times. I am getting ready to travel now in Eastern Europe. Train service is extremely usable. You can go from Prague to Munich to Amsterdam multiple times every day, and we need that kind of service here. The same is true for China. The same is true for Japan and India. So I am excited that we are at least talking about it. I may not live long enough to see it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT alfo Sunt Carolina DOT alfo support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROD) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Socie of roumission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast The Southeast Rail (Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Regional Rail Planning |
| | Court Reporter | but I would love to know that there is going to be high speed rail connecting Atlanta to major cities in the United States. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. he Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroad.odt.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast teedonders on a seite of Tridor-commission.reports-1. The Southeast |
| 10/19/2019 | Web Comment | love to see something high speed run along the CSX corridor running through Tucker, Lawrenceville, Athens and up to the Carolinas, to Charlotte, the way the old Silver Comet used to run, or as close to it as possible. I am in full support of anything that puts passengers on rail. That's it. I'm in support of this project The US needs more public transit options. My main concern is human trafficking though; how will these be monitored/patrolled to ensure people aren't being trafficked? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Law enforcement is beyond the scope of this Project; however, safety and security of passegres is always a top priority for safe public transportation. Human trafficking would be addressed in a service safety plan that would be required by federal and state agencies as part of the implementation and commissioning of service on the corridor after the completion of Tier 1 and Tier 2 environmental reviews. |

| 10/22/2019 | Web Comment | A train between Atlanta and other local large cities is an excellent idea to increase the economic development of the south region. An even better idea would be commuter trains from Atlanta to; Alpharetta, Kennesaw and, Gwinnett. Traffic along 400, 75, and 85 needs a mass transit solution for economic and environmental reasons as well as to reduce congestion and allow inner city businesses to attact talent. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. While providing commuter rail service within the Atlanta region is not part of the Purpose and Need for the Atlanta-Charlotte Project, tracks provided for intercity passenger trains can also accommodate commuter rail service. Specifics of potential commuter rail service for the Atlanta region can be included in a future Tier 2 analysis of the Atlanta Approach for the overall Atlanta-Charlotte Project. |
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| | Court Reporter | Today is my birthday. For my birthday I would like for them to put the one in Tucker because it is close to me. That's it. I want to see a train, so noise, vibration, I want. | Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I have been to Japan and Europe and have ridden truly high-speed rail. You need to keep the stops to a minimum. Starting at the airport and then stopping within 5 - 10 miles is ridiculous. People can drive or shuttle or take Marta to a single starting point. There should be no less than 50 -100 miles between stations. Schedule also needs to be adheared to. | Thank you for your support. A Preferred Alternative has been identified in the FES/ROD (refer to Section 2.1 in the FES/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed theother two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | The idea to run a train from DC to ATL is excellent lots of folks travel up and down the inland east coast, and using already existing tracks would add to the already environmentally friendly nature of the project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives, will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment segarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. An important part of the Purpose for the Atlanta-Charlotte project is its role as a key part of the Southeast Corridor to Washington DC, conneting there to the Northeast Corridor. The optimum operating plan, including whether trips through to DC will require a change of trains, will be made in later stages of the Project Development process. |
| 10/18/2019 | Web Comment | I would love to see high speed rail that connected Charlotte to other major cities! This is so common in other countries! Atlanta is a great first step, then DC, Philly, and New York! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comments summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. An important part of the Purpose for the Altanta-Charlotte project is its role as a key part of the Southeast Corridor to Washington DC, conncting there to the Northeast Corridor. The optimum operating plan, including whether trips through to DC will require a change of trains, will be made in later stages of the Project Development process. |
| 10/28/2019 | Web Comment | Like the idea of Atl- Charlotte connection. I don't understand however how this will move forward when we can't get support for rail between Atl- Athens or a County airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tir 2 EIS analyses have not been identified to date. Responses to the DEIS indicate widespread support for high speed rail service between Atlanta and Charlotte. The FEIS/ROD has selected a route that would serve Athens as the Preferred Alternative. |
| 10/22/2019 | Web Comment | I think this is an amazing idea. I believe people would use this rail as long as prices are cheeper then flights. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | Please create the new corridor so we can have high-quality, high speed rail transportation between Atlanta and Charlottel The current Amtrak route is incredibly slow and inaccessible for a lot of passengers, and we do not need more cars going between Charlotte and Atlanta. The only way to get people off the road is to incentivize rail travel — and creating a rail that would get you from Charlotte to Atlanta in two hours would do it. I'd also like to know how you plan to make this route accessible for people of all incomes and classes. Charlotte thas become a playground for the rich as of late, and I worry that things like public transportation are becoming unaffordable. How do you plan to help poorer folks afford this? | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Wonderful idea and highly support, as long as it is made affordable. The problem with the NE Corridor Amtrak trains and why I rarely took them when I lived in NY for a decade was the cost. For such an idea to work, it would need to be affordable (eg maybe \$20 or less from Athens to ATL). Otherwise the only ppl riding will be expense account businessmen. But I 100% support the idea. Long overdue in this area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altianta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I am for the project. I am concerned for the environment and how GDOT will reinvest to the people/nature involved | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I would love to be part of this Innovative effort. Where do I apply? We could stand to look to our forefathers and the life changing benefits of the Transcontinental Railroad. The social and economic impacts of a multi state rail system would generate direct growth through expanding markets and affordable transit. It would provide for partnerships and exchange of ideas. This movement between states would allow for business professionals to have a more expansive idea of their industry and allow improved access to information and skills. (https://gtgtechnologygroup.com/transcontinental-railroad/) Passengers would benefit from the speed and relative safety of traveling by train. The social benefits of time spent with friends and family without the headaches of traffic navigation would increase leisure travel. Reduced fatality incidents due to non-restricted social media/phone use. Thank you for considering community, social and economic impacts and most importantly the lost art of communication and connectivity. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tiez 2 analyses the exact route into Altatnation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I am a 35 year Veteran of Blacksburg Volunteer Fire Department. I have seen numerous wrecks on I-85 and on the Norfolk Southern Line that runs through our town. In every event, speed has been a contributing factor. At 220 mph, you are asking for a major problem. Will this be on the existing Norfolk line that runs through Greenville SC to Charlotte? | The FEIS/ROD has selected high-speed rail on the greenfield alignment, operating on dedicated tracks with no at-grade crossings, ensuring safety. In 2018, a Federal railroad Administration rule change amending 49 CFR part 238 allows trains to operate at 220 mph in the United States. This final rule adds a new tier of passenger equipment safety standards (Tier III) to facilitate the safe implementation of nation-wide, interoperable high-speed passenger rail service at speeds up to 220 mph. While Tier III trainests must operate in an exclusive right-of-way without grade crossings at speeds above 125 mph, these trainsets can share the right-of-way with freight trains and other tiers of passenger equipment at speeds not exceeding 125 mph. This final rule also establishes crashworthiness and occupant protection performance requirements in the alternative to those currently specified for Tier I passenger trainsets. Please visit the Federal Register for more information: https://www.federalregister.gov/documents/2018/11/21/2018-25020/passenger-equipment-safety-standards- standards-for-alternative-compliance-and-high-speed-trainsets. |
| 10/28/2019 | Web Comment | I like this idea but , I wonder how safe a train running 220 mph would really be. I live in the Savannah area and heard about this through local media. I would attend a public meeting but doubt one will be held in my area. | The FEIS/ROD has selected high-speed rail on the Greenfield alignment, operating on dedicated tracks with no at-grade crossings, ensuring safety. In 2018, a Federal railroad Administration rule change amending 49 CFR part 238 allows trains to operate at 220 mph in the United States. This final rule adds a new tier of passenger equipment safety standards (Tier III) to facilitate the safe implementation of nation-wide, interoperable high-speed passenger rail service at speeds up to 220 mph. While Tier III trainsets must operate in an exclusive right-of-way without grade crossings at speeds above 125 mph, these trainsets can share the right-of-way with freight trains and other tiers of passenger equipment at speeds not exceeding 125 mph. This final rule also establishes crashworthiness and occupant protection performance requirements in the alternative to those currently specified for Tier I passenger trainsets. Please visit the Federal Register for more information: https://www.federalregister.gov/documents/2018/11/21/2018-25020/passenger-equipment-safety-standards- standards-for-alternative-compliance-and-high-speed-trainsets. |

| 11/4/2019 | Web Comment | Hopeful for the Greenfield Line to come to Tucker, Georgia. As a resident of Metro Atlanta for 45 years, this will be very beneficial to the areal I fully support this and look forward to using it frequently. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/4/2019 | Web Comment | I support the Greenfield option that goes through Athens. I would use this a lot to travel to and from Atlanta and it would be great for reducing traffic congestion in NE Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I would love to see this built and have a stop in Tucker, GA on the Greenfield line! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | As a Tucker resident, I and my family of 6 are very much in favor of the Greenfield line. We travel up the I-85 corridor fairly often, and often are concerned for our safety (in addition to all the traffic), and it's only going to get worse. Our family and friends from here to Charlotte would use this line often. In addition, having the line stop here in Tucker would be a boon for the area, bringing visitors to an up-and-coming center of growth, vision, and diversity. What a wonderful alternative to all the stress and pollution of sitting in traffic, whether traveling to the airport or to Charlotte. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | We are in favor of the Greenfield Line with stops in Tucker and Athens. It would be so beneficial for UGA students | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/4/2019 | Web Comment | I am strongly in favor of the Greenfield Line with a station in Tucker. The Greenfield Line also goes through Athens which is huge advantage over the other alignments. Let's get this done! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I would love a corridor through Athens to Atlanta and Charlotte. I see nothing but positives here. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| Web Comment | l am strongly in support of rail connecting Athens to Atlanta and Charlotte (the Greenfield corridor). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Web Comment | l support having a stop in Tucker GA (alt 6). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | The proposed high-speed rail link between Atlanta and Charlotte – particularly the 'Greenfield' route which passes through Athens – is welcome, forward-thinking, and long overdue. Let's make it happen! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | I'm writing to support the Greenfield option for high-speed rail service b/w ATL and Charlotte - would be great for the development of UGA to have a stop in Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | Greenfield route is perfect as it stops at all three airports as well as Anderson. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | I vote for the Green line thru Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | If you bring a train through Gastonia the station you place will be a horrible loitering spot for some of the worst of Gastonia. We can't even have a nice QT gas station (BESIDE THE POLICE DEPARTMENT), less than a year after it was built an employee was stabbed by a loitering patron. If you stick the route away from city congestion less crime should come. Stick with the Greenfield route to avoid a future of security issues. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | Comment Web Comment | Web Connect I support having a stop in Tucker GA (all G). Web Connect The proposed high-speed rall link between Atlanta and Charlotte – particularly the "Greenfield" route which passes through Athens – is welcome, forward-thinking, and long overdue. Let's make it happen! Web Connect The proposed high-speed rall link between Atlanta and Charlotte – particularly the "Greenfield" route which passes through Athens – is welcome, forward-thinking, and long overdue. Let's make it happen! Web Connect I'm writing to support the Greenfield option for high-speed rail service b/w ATL and Charlotte – would be great for the development of UGA to have a stop in Athens, Web Connect Greenfield route is perfect as it stops at all three airports as well as Anderson. Web Connect I vote for the Green line thru. Athens. Web Connect I vote for the Green line thru. Athens. Web Connect I vote for the Green line thru. Athens. Web Connect I vote for the Green line thru. Athens. Web Connect I vote for the Green line thru. Athens. Web Connect I vote for the Green line thru. Athens. Web I vote for the Green line thru. Athens. Web I vote for the Greenfield line passing through Athens. Howing a frage of adj pass through athens as many ments. The main one bleng that the University of Georgia will be able to add a conderblae amount to risers to the system if a stop is added in Athens. Athens has a very sthex public transit |

| 11/4/2019 | Web Comment | I have read about the three different options being considered for the rail line, and I favor the Greenfield Corridor idea. I am very much in favor of providing more and better mass transit, particularly for environmental reasons. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/4/2019 | Web Comment | My preferred alternative is the greenfield corridor alternative. The speed / travel-time is the best of all three options, increasing the viability of the route, compared with driving or flying. It is also a reasonable cost, especially compared with the I-85 option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | Fully support high-speed passenger rail through upstate South Carolina, connecting Charlotte and Atlanta. Greenfield route is the best alternative. Thank you for your work on this project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I heartily endorse the proposal to construct high-speed rail between Atlanta and Charlotte, but it would be a shame if the route did not go through Athens. What could be more desirable than serving the state's main university? As I understand it, the Athens route (Greenfield) would cost less than the I85 route, and I think it would be ridiculous for Athenians to have to drive to Commerce to catch the trainno, it's not a huge distance, but a lot more of your traffic will originate in Athens than in Commerce. As for the Crescent route, I don't see the point at all. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | Would love a train to Athens and Charlotte. Could really cut down game day traffic to UGA. As for Charlotte easy access to another thriving southern city | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | We need a tram from atl to Charlotte this will enable economic growth in both cites especially if it passes through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | The route through Athens would be desirable as it would connect students at the University of Georgia to 2 airport options and the greater Atlanta metro area allowing them to leave their cars at home while attending school. Providing young adults with positive public transit experiences is the best way to increase ridership in the future. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | The Greenfield route is the most logical and is the best route of the three. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/4/2019 | Web Comment | As a resident of downtown Tucker, as a businessman and lawyer in Lawrenceville, and as a new patient who wants to see the economy of Georgia flourish for generations to come, <i>I</i> fully support the green field alternative Atlanta-CSX solution utilizing electric tracks. Routing a high speed train through Atlanta, Tucker, Lawrenceville, Athens, the Greenville Airport and Charlotte stands to be option that creates the greatest return on investment. The connection through Atlanta facts transit times between the two clites and their transportation hubs, which is necessary to ensure increased ridership. That increased factset transit times between the two clites and their transportation hubs, which is necessary to ensure increased ridership. That increased ridership also stands to do the most good in terms of reduction of automobile emissions, which will ensure that future generations of Georgians can enjoy cleaner air and healthier and happier lives. While this option is not the cheapest, in the spirit of the phrase "you get what you pay for," it would be the most positively impactful option. I've taken the crescent line north to Washington, D.C. and was shocked at the slow pace of the route compared with other routes between major cities. Atlanta was put on the National map by investment in steam engine leadership in the 21st century we must make a comparable investment is in technology and this high speed electric route is exactly what we need. Irecently finished an around the world trip for work and I was shocked by how fast, convenient, and efficient it was to travel by high speed train in Europe and Asia compared to options here in the U.S. With this investment, we have the opportunity to set the bar in the South East and the broader United States, proving we remain the nation's leader in transportation. Let's make this happen! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
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| 11/4/2019 | Web Comment | I am in favor of the Greenfield Corridor. I think it makes the best sense as it relates to time and speed. I think the whole idea of HSR is exciting and can be a game changer for not only Anderson but the Upstate region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | It would be beneficial to have the route going through Athens as it is heavily populated area with a large number of travelers going between Athens and Atlanta daily. It would ease the traffic flow and increase economic development, benefiting many smaller cities around the corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | As a Tucker resident who would be using this line often, I strongly advocate for the Greenfield corridor with the CSX approach to connect Athens, Tucker, and downton Atlanta. With family and work opportunities in North Carolina, I know my family and I would use this line frequently if it were put in place. After the ATL-Charlotte line is built, we hope to see further extension to the Northeast Regional line to connect Atlanta easily to D.C. and New York. For both environmental and functional purposes, I hope to see an electric line built in place of diesel, likely ruling out the Southern Crescent. I am so happy that this is being considered, and know that it would be an economic stimulus to Atlanta and cities along the high-speed corridor. | Thank you for your support. A Preferred Alternative has been identified in the FES/ROD (refer to Section 2.1 in the FEIs/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlaten and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 11/4/2019 | Web Comment | Sustain Charlotte supports the Tier 1 study on the proposed passenger rail from Charlotte to Atlanta. Out of the three possible corridors and the two train technologies, we recommend the electric train option in the Greenfield corridor. It would produce the highest impact on driving behavior between Charlotte and Atlanta. The 220 mph speed with a travel time of two hours and six minutes will provide a quick and superior alternative to driving. This option would be more cost-effective, more efficient in moving people, all the while reducing the carbon emissions from automobiles. Thank you | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |

| | | Please do this. A rail to CLT with connections to Athens would do wonders for th economy for the three cities | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 11/4/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I support the greenfield alignment because it's the alternative with the fastest travel time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | The greenfield corridor would help Athens grow responsibly and create a viable rail network for our own proposed light-rail to tie into. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | An Athens stop is key to the lines success as a alternative transportation link from Atlanta to UGA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will require, a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I moved out of Georgia in 2018 in part due to the lack of infrastructure like this. Though my preference is the Greenfield route that runs through Athens, any of these projects would go a long way in getting me and others like me to return home. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | I would love to see the corridor to run through Athens. Be it a is already operating as a suburb of Atlanta. It is time we plan for improving our ability to move about. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | Ny name is Tommy Malcom and i also currently serve as a Council Representative from Georgia on the Rail Passengers Association (formerly the National Association of Railroad Passengers). I applaud Georgia's Department of Transportation (GDDT) partnering with other agencies to study the feasibility of high speed rail along the corridor between Atlanta and Charlotte in connection with hother sections combining to ultimately link with our Nation's Capitol. In Delive the Atlant-Charlotte high-speed rail along the corridor between Atlanta Atlantic Megaregion's growth as identified by the America 2050 organization is not a matter of if but when. I have several requests which I would like responded to. First, please give strategic consideration that in the same time frame of Atlanta-Charlotte high-speed congestion. Likely airfields already exist havaitable growth hand which could either reroute air-cargo entirely and/or serve as passenger options. Specifically, the fields are lackon County Aiport (LCA) near lefferson, Barrow County Aiport (BVCDR) near Winder, and Gwinnet County Aiport - Britcse Field (K2U) near lefferson growth hand which could either reroute air-cargo entirely and/or serve as passenger options. Specifically, the fields are lackon County Aiport (BVCD) near lefferson, Barrow County Aiport (BVCDR) near Winder, and Gwinnet County Aiport - Britcse Field (K2U) near left awrenceville. All three existing fields are lackon County Aiport (BVCD) near lefterson, Barrow County Aiport Britcse Field (K2U) near left awrenceville. All three existing fields are lackon County Aiport Britcse for Social and the setting counted of Georgia's futures should keep their eyes focused on the existing counted of Georgia Highway 20 (S 20) as a probable outer arc route to asist I-285 as population continues to sprawl beyond the City of Atlanta in the coming decides. Thirdly, I understand that the Greenfield is the most expensive but long-term would afford the quickest trawel lime and highest rideship particular sectes allow and al | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEI5/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It will be up to the proponents of Tier 2 analysis to consider how to best coordinate with the potential future developments outlined in the comment. |
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| 11/3/2019 | Web Comment | Please choose the Greenfield route that passes through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/3/2019 | Web Comment | The Greenfield route would be a great additional form of transportation to the area. The bus system we currently have is overwhelmed between UGA's student population and the public's need. The University of Georgia has an unused rail line that connects to the proposed greenfield route and cuts through campus, The Classic Center plans to have an arena built connected to the multi-modal station, and overall would be a great use on Football Saturdays in the South. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | Connecting Atlanta to neighboring cities would be beneficial for all parties: traffic to and from Atlanta would be greatly reduced, as a result, there would be less time wasted, and that would help boost productivity. Additionally, I live in Athens, GA, and having an easy and fast way to commute to Atlanta would help me find more job opportunities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative Will remain a part of the project record and will be sumarized in the FEIS/ROD. Roments to mement summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | As a resident of Athens for 27 years, I believe that a passenger Rail from Atlanta to Athens to Charlotte would be the most ideal option. Athens is home to a major state University that would benefit from transit to Atlanta and Charlotte. This option also is the most economical based on the length of time for the trip. I am in full support of the Greenfield passenger Rail. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | Need Greenfield route on Atlanta to Charlotte rail. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | Greenfield Corridor looks to be the cheapest and shortest distance. You could always build spurs to other cities if needed. It would be a great benefit to traffic and people having to move between Atlanta and Athens. Could also promote tourism in both directions. It is getting to be too hard to drive to Atlanta! | |
| 11/3/2019 | Web Comment | Please go through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | Green line is best. 85 corridor possible. Clemson line at slower speed not worth it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | I would very much like it if the proposed train would traverse through Athens/Clarke County. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/3/2019 | Web Comment | Please bring high speed rail to Anderson! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/3/2019 | Web Comment | I believe the speed rail should pass through Athens-Clarke County. This would promote more eco-friendly travel for students and visitors to the Athens area. Because of the vast amount of influx of people into the Athens area for large events, this could help with the economic and environmental development and impact of Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | Please have the Atlanta Charlotte high speed rail line stop in Athens, GA. This could greatly improve traffic on 85 and 316, especially on Georgia football game days. It could reduce many vehicles on the road as students travel from the university to Atlanta or the Atlanta airport, which would mean less young drivers on the road. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | I would like to see the train go thru Athens. As a fellow Dawg in a wheelchair there isn't a public transportation system that navigates to this bubbling city. It would also help bring students home who live in ATL and want to see their family but don't have a car like myself. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | I would prefer the Greenfield alternative. The advantages a dedicated new rail track presents outweigh the cost component. The Acela Express runs on a shared trackage similar to the Crescent alternative and it has presented numerous issues with both timeliness and ability of the train to achieve the speed required to be a high speed rail. In addition, the Greenfield alternative runs through Athens which would allow for speedy transport to Atlanta, where the highways in between have rather high amounts of congestion. In the ridership data presented, the Greenfield alternative and have the greatest ridership, at the second greatest expense of the 3 primary routes. If we are going to spend all of this money, it should at least be a high speed train we can be proud of. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the act route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | I would like the railway to be built and stop in athens. We need it | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | I would like the GREENFIELD ROUTE which would provide the fastest means of transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/3/2019 | Web Comment | Total support, would prefer the greenfield alternative for the fastest alternative. We make multiple trips per month into Atlanta and to GSP, would be a regular user of this service. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/2/2019 | Web Comment | A route through Anderson near Lake Hartwell would be great!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/2/2019 | Web Comment | As a student in UGA, i am so excited that this rail line could connect Athens directly with Atlanta airport and downtown Atlanta! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | I'm expressing support for the high-speed rail service between Atlanta and Charlotte, specifically in support of "the Greenfield option" — with a stop in Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | Just a vote from a long-time Athens-Clarke County resident for the corridor through Athens. It's been discussed for years, and of course, the state's flagship University is here | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | Comment: The Greenfield Corridor seems to make the most sense. The price per projected passenger is the most ideal, the speed and cost are relatively great investments, and has least impact compared to the amount of people and money spent. I have always believed that with the right connection, Athens could be a prosperous city and with this corridor, it would encourage more companies to spread out towards the University and across North East Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | Greenfield route seems like the most cost effective along with travel duration being reasonable | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | I strongly support the Greenfield option | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | I would support the greenfield corridor. It would be very convenient to get to Atlanta or Charlotte from Athens. Currently there is no options besides driving or a very long bus drive. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/2/2019 | Web Comment | The Greenfield option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/1/2019 | Web Comment | The Charlotte to Atlanta train should run through Athens. There is a large population traveling to and from Athens to Atlanta and Athens to greenville who would greatly benefit from this train line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without argrade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/1/2019 | Web Comment | I support the greenfield alternative because it allows for the fastest travel time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I highly support the idea of high speed rail between Atlanta and Charlotte. I'd especially love to see the Greenfield option. Athens once had 5 separate railway lines converging here and now there's not a single passenger train coming through. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Greenfield makes the most sense. You're wanting to have the least amount of travel time between two metro cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Greenfield route | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I support the Greenfield corridor option for the high-speed rail project that would run from Atlanta to Charlotte. The Greenfield option is superior to the two alternatives because it is the only one that runs through Athens, a city that is poorly serviced by regional transportation options given its size and demographics. This corridor choice would benefit not only Athens and the other underserved communities in its scope, but also provide unique benefits to the anchor cities of Atlanta and Charlotte, and more broadly to the state of Georgia itself. 1. Athens has become a hub of tech business development. Connecting it to other centers of technological innovation in the Southeast High Speed Rail Corridor would facilitate that growth and be a force multiplier for the development of new technology and venture partnerships. 2. Athens has a large number of workers as well as students who commute large distances, many of them coming from or going to Atlanta. (I commuted by car from Athens for ten years when I worked at the Georgia Tech Research Institute. I cannot express how much I wish I had had a high-speed rail option.) High-speed rail service could reduce the related highway congestion, carbon footprint, and transportation cost while giving those workers productive time during their commute. 3. Athens has no commercial passenger air (despite having an airport, yes). Residents of the area, including not only the 40,000 university students and faculty, but also people living in surrounding counties, have to drive at least 80 miles to get to an airport. A high-speed rail option would dramatically lower travelers' carbon footprint, lower the cost and time of getting to and from the airport, and raise Athens' desirability to employers and workers. In summary, the Greenfield corridor option is superior to the others because it will promote smart, sustainable growth that benefits the state of Georgia—not just one city. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Please go through Athens! This would help so much with gameday traffic from the surrounding areas and students commuting to Atlanta to get to the airport. It would be fantastic foresight to bring this transportation to an area that is growing and becoming more economically attractive. I for one would definitely have visited Atlanta more often if I didn't have to drive there and I know many people feel the same way | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/1/2019 | Web Comment | I would love for this rail to come through Athens, GA. I drive frequently to and from Atlanta for work meetings, concerts, sporting events, etc., and would absolutely utilize this form of transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requeites, shedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/1/2019 | Web Comment | Please select the Greenfield option, with a stop in Athens. This would be a massive boon for students and for academic collaboration. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I think high speed rail would make the most sense to serve the most people and this could be done if the railway went through Athens, Greenville and Spartenburg. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Greenfield Route | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the GreenField Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I support the green route! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | The Greenfield alternative for the high speed corridor is great! I hope it'll be electric! Let's move the South into the 21st century! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 11/1/2019 | Web Comment | Greenfield Route | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | As an Athens resident and UGA professor, I would like to express my support for the rail corridor, particularly the "Greenfield" option through Athens. This corridor would relieve congestion on the roads, enhance collaboration between UGA and Atlanta-based universities, and provide Atlanta-based students economical transport to UGA-based classes. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

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| 11/1/2019 | Web Comment | Please include Athens on the route! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I am writing to strongly support the Greenfield option. As someone who has to commute to Atlanta from Athens, and suffer the dangerous corridor that is 316, this would be an amazing relief on the hideous traffic that is my experience every time I drive to Atlanta. Greenfield is the most highly- rated alternative based on several years of data gathering, and the relief that I have been hearing about since moving to Athens 30 years ago. PLEASE make it happen! This would be a game-changer. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT aldo support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I love the Atlanta/Charlotte high speed rail proposalespecially the Greenfield option with a stop in Athens. I would become a regular user, as would many of my Atlanta-based students. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Greenfield is as good as we are going to get in planing. But the southern crescent is one of the most asinine proposals I've seen for a while. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Traffic around Atlanta continues to worsen and without improvements in infrastructure, the problem will seriously hamper growth of not only Atlanta but the surrounding areas. A high speed railway will help tremendously with this problem. The Greenfield option, especially, will go a long way in not only in easing traffic congestion around Atlanta, but also in connecting Georgia more closely and efficiently with major cities in the South. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I am writing to express my strong support for a rail line between Atlanta and Charlotte and particularly for the Greenfield alternative. I live in Athens, GA and work at the University of Georgia, and a rail connection to Atlanta and to Charlotte would be invaluable to me personally and professionally. It would also provide a safe alternative for undergraduates from the Atlanta area, who often drive both tired and too fast going to and coming from campus. Lastly, and most importantly, this rail connection would allow UGA to increase its connections to the Atlanta and Charlotte areas and heighten its economic benefit to the state of Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the actroute into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I am in favor of the Greenfield Route. While, as an Athens, Georgia resident, I would like to have the high-speed rail line available here, there are other reasons why I support the Greenfield Route. It is arguably the best line overall when factoring in cost, ridership and travel time. According to HNTB and the Revenue and Ridership analysis, this line is projected to have the highest ridership, end-to-end travel time is the quickest, and the cost, while not the lowest of the three, is still within a reasonable range. I am wholeheartedly in favor of a high-speed train connecting Charlotte and Atlanta and other high-population cities in between. Building more and bigger highways is unsustainable in terms of cost, traffic and pollution. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/1/2019 | Web Comment | I strongly support the highspeed rail from Atlanta to Charlotte, the Greenfield option! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 11/1/2019 | Web Comment | I support the Greenfield option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I am writing to express my strong support for the Greenfield rail line between Atlanta and Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill result of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I am in favor of the development of a new "greenfield" high-speed rail corridor between Atlanta and Charlotte. I travel from Athens to Atlanta up to 3 times a week for work, and would use this option for travel. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | This is a repeat, but I forgot to say "Please pick Athens"! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | Greenfield route | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 | Web Comment | I support the southern route with a stop in Anderson! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 | Web Comment | Prefer Greenfield route | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 | Web Comment | The third option that goes south of Anderson with a stop at GSP International Airport seems most practical. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/31/2019 | Web Comment | Definitely a huge need with the constant traffic and construction on I-85 between the two cities. Love the possibility of under 3 hr trip between the two and especially it being electric. High cost for the greenville option but has the highest impact downfield and also will reduce the amount of money needed to spend on road upkeep and overall construction cost. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more environmental review. |
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| 10/31/2019 | Web Comment | I support the proposed Greenfield railway line from Atlanta to Charlotte. The stop in Athens would greatly enhance our small city, allowing citizens easier access to the Atlanta airport as well as relieving some of the traffic congestion on Interstate 85. It would also ensure that visitors to UGA's many events and convention-goers could more easily travel from Atlanta to Athens. In addition, the university attracts people from all over the country – indeed, the world. There is a great need for easier, faster, and more efficient transportation to the state's one international airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 | Web Comment | I have a strong preference for the Greenfield line as an Athens resident in a household that frequently travels back and forth between Atlanta. We would make use of this rail going west as well as east. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 | Web Comment | The "Greenfield" route seems to be the best alternative for costs, speed, etc. and I support this one. Having a passenger rail link to CLT will greatly advance our state. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 | Web Comment | Generally, I like the concept. I think I like the "greenfield" option the best. I'm worried that Amtrack and Clemson will lose it's line, if the crescent is used; and I-85 is just too hectic to try and go along with it, especially with the way they keep expanding it. Think the other route may help with transportation options and businesses, since it's not growing as fast as other areas. Think something like this will keep my kids in the area versus moving away in the years to come. And since I don't like planes, this would give me another option too versus driving all the time. Thanks for all your hard work on this. I hope it happens and benefits the areas in a good way. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT |
| 10/31/2019 | Web Comment | I would be for a high speed train that goes between Atlanta and Charlotte, via Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/31/2019 | Web Comment | I would be for a high speed train that goes between Atlanta and Charlotte, via Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/31/2019 | Web Comment | Based on the expected ratios of Revenue to Operation & Maintenance cost and the forecast ridership counts, clearly options 2 and 3 look better than option 1. While option 2 would benefit from the synergy with 85 (infrastructure, destinations already near interstate, etc.), I think option 3 would offer riders a greener pathway that would differentiate the mode of transportation. It also could spur some additional growth around the Athens to Anderson corridor, as opposed to keeping everything centered around I-85. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/31/2019 | Web Comment | I fully support development of the proposed Greenfield high speed rail line. According to HNTB's revenue and ridership analysts, the Greenfield line would cost between \$6.2 and \$8.4 billion (in 2012 dollars), with an end-to-end travel time between 2 hours and 6 minutes and 2 hours and 44 minutes. In contrast, the I-85 route would cost at least twice as much (estimated \$13.3 - \$15.4 billion in 2012 dollars). The two lines are projected to have similar ridership, with Greenfield having a predicted annual ridership of 5.36 million to 2050. Other proposed lines, such as the Southern Crescent, may be less expensive to construct, but will have much longer end-to-end travel time (estimated at 4 hours and 35 minutes to 5 hours and 34 minutes) and would likely generate less revenue because its projected ridership is much smaller. The Greenfield route seems to be the best investment upfront for the greatest future yield. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I'd love for the speed rail to be put in place, the Greenfield rail is preferred. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I support the greenfield route going through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I think the best line to move forward with would be the Greenfield line. It makes the most sense given how much traffic comes to and from Athens everyday. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | The Greenfield Corrider would be amazing for Georgia! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I prefer the greenfield route. This is an excellent idea and a tremendous growth opportunity for the entire 85 corridor | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/30/2019 | Web Comment | In favor of GREENFIELD | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/30/2019 | Web Comment | I would like to express support for a high speed train from Atlanta to Charlotte with a corridor through Athens, GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I feel like a train system will be highly beneficial, especially between Atlanta and Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I am glad to see that the Greenfield Corridor alternative is rated as the best option since this alternative would serve Athens. This route could significantly reduce traffic on 316 and 85. It would be great to be able to travel to the Atlanta Airport or an event in downtown Atlanta without needing a car. This is a much needed project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | Vote for Greenfield route or more specifically any route that goes through Athens.I wish there was a route that went through Athens and then also stopped on the south side of Greenville, but the Athens portion is most important for us at the University. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I'd love to see the high speed railway come through Athens!! (Greenfield line). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I am strongly in favor of building the high speed rail from charlotte to Atlanta. The middle priced route that would flow through Athens GA would be ideal, due to the speed. It would be a unique travel offering, one that I personally would utilize very often! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | would love to see the Greenfield Corridor selected. Not only is it the fastest, but is the most pragmatic. The Southern Crescent route is so slow most would just prefer to drive. I don't see the I-85 corridor ever being realized both due to the extreme cost and getting access to the necessary land and right of ways required. I travel by train frequently on my trips to Italy, Japan and China. It is a very efficient option and one much needed here in the US. This would also help to relieve some of the congestion on I-85 and help to further make the GSP airport a more cost competitive option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/30/2019 | Web Comment Web Comment | I would like the Greenfield route of the high speed rail to be selected for possible construction. It makes the most sense to travel through one of the largest cities heading east out of Atlanta on the way to South and North Carolina. It would receive the most use from faculty, students, and alumni of the University of Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/30/2019 | Web Comment | I would like to see the alternative cooridor that includes Athens as the final, implemented plan. As a student at the University of Georgia who travels home frequently, the Athens-Atlanta connection would be quite beneficial for travel. I know many other students and long-term residents who would like to see this route chosen. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I think the Greenfield option sounds best - fastest travel time, not as expensive as the route along interstate 85 and connects to the GSP airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I think the Greenfield option sounds best - fastest travel time, not as expensive as the route along interstate 85 and connects to the GSP airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I vote for the Greenfield project, which is the fastest route from Atlanta to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | High speed rail is more than overdue. The greenfield line would be incredibly beneficial to alleviate the congestion seen on 316 | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I love the idea of a highspeed railway connecting Atlanta and Charlotte. I hope you choose the Greenfield line so that the railway will go through Athens, GA. The city could benefit greatly from the line. We often have family fly in to visit from other areas of the country and this railway would offer a great alternative to car or shuttle for our family to get to Athens. We as a family would also be interested in using it for transportation to and from Atlanta as well as other areas along the line. With the University of Georgia in Athens, there are many times throughout the year that the city's infrastructure is not enough for the influx of traffic. A railway stop in Athens would help transportation for student move-in and move-out, footbal game days, commencement, and other large-scale events as well as provide a viable alternative for commuters. Please consider the Greenfield line! | Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred |

| | | I support the proposal of the Greenfield line high speed train. I think it would provide a great benefit ton Athens and would be utilized extensively. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/30/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEJS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | I think this is a great idea. I for one would be interested in a REASONABLE rate to travel to Charlotte or Atlanta that I didn't have to drive. We did it | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/30/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FLS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | Living in Midtown Atlanta and having family in South Anderson. The Greenfield option works best. It is also cheaper out of two and the economic | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/30/2019 | Web Comment | growth impact it would have in Anderson would benefit my family and friends greatly. This option also stop at GSP. Sometimes it cheaper to flight out of GSP or Charlotte. It also gives businesses the opportunity to save money when traveling to Atlanta and Charlotte for work. I feel the Upstate of South Carolina would feel a huge economic impact. This would be a huge step forward for the Southeast and America. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | am very much in favor of completing this. Imagine the number of guests that could easily arrive in Atlanta, Greenville, or Charlotte for local events. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/30/2019 | Web Comment | It would also cut down on cumbersome and wasteful air travel between the two largest cities in the area. I would prefer the most expensive route, but the second most would work well. I think the slowest route is a non-starter given the track is owned by a shipping company that already restricts Amtrak to the worst possible times (I took the crescent once, it left Greenville at 1am when it was supposed to leave at midnight). | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | | |
| 10/30/2019 | Web Comment | The Greenfield route looks to be the best, since it's the fastest, it has the most potential for use, and it's NOT the most expensive. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | I am in favor of the Greenfield line. I believe it will be most beneficial to congestion from Atlanta to Athens and the UGA community. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/30/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I encourage consideration of the Greenfield light rail corridor through Athens. It would be wonderful to be able to travel between Athens and Atlanta by rail. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I greatly support the Greenfield high speed rail line with a stop in Athens. This would greatly reduce cars traffic between Athens and Atlanta. Students would be able to travel home without cars, people would not have to drive to either airport, and it would make it FAR easier for folks residing northwest of Atlanta to commute to ATL for work or pleasure. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/30/2019 | Web Comment | l prefer the Greenfield route. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/30/2019 | Web Comment | I think the train from Atlanta to NC is an incredible idea. As a resident of Athens, I'd love to see the Greenville line built so that myself and my family could use it. We travel to Atlanta frequently and it's difficult to make the drive with a toddler while stuck in traffic. The train would allow us to travel as a family and not worry about traffic congestion. Additionally, this is an excellent way to reduce our carbon footprint by commuting with others. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I support the Greenfield route because of the ease of transportation it would create for my family and my fellow Anderson residents. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I support the GREENFIELD LINE as the most desirable alternative for high speed rail- this would provide an efficient means of travel (especially) between the University of GA & Atlanta (airport or otherwise), while reducing the widely experienced traffic congestion between the two cities. It would seem to especially (but not exclusively) benefit two catagories of ridership, ie, UGA students (who live in Atlanta or travel from out of state), and the growing number of retirees (Athens being nationally recognized as a highly desirable retirement destination). Thanks for soliciting comments, and I appreciate your considering my input. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | The idea of a stop in Athens is an excellent one (Green line). There is existing infrastructure, coupled with the supportive culture. This would lead to a higher utilization rate of the proposed system, compared to the alternatives. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | Go through Athens please. Will help immensely especially for airport travel | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I would love to have the rail through Athens. It would make it a lot easier to get to shows and doctors in Atlanta. It might also cut down on some traffic on 316. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | The train line should absolutely go through Athens home of UGA. Connecting Athens via rail, connecting to Atlanta would be great for our colleges. Keeping all of our university students connected to our university resources is vital for our future. All aboard the Bulldog Express !!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/29/2019 | Web Comment | I am very much in favor of the route that passes through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
|------------|----------------|---|--|
| 10/29/2019 | Web Comment | Please choose the railway that goes through Athens. We need an Athens to Atlanta line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | Greenfield route would be fastest and best for Anderson | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I am writing in favor of the Greenfield route for the proposed high-speed train route from Atlanta to Charlotte. Not only is this route more economical for the taxpayers, but it also can be constructed quicker as there is less density along the route. Pursuing this option will achieve a functioning route substantially sooner than the alternatives. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | Greenfield line seems to offer the best option when averaging time, cost and ridership. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | The Greenfield Route—connecting Atlanta, Athens, Greenville, and Charlotte—is by far the best option for the train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I am supportive of the project, regardless of which route is ultimately selected. However, in terms of diverting the maximum number of rides and connecting key/economically strategic Georgia geographies and assets, my strong preference is for the route that connects Atlanta>Lawrenceville->Athens>Anderson, SC. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | The Greenfield alternative is really the best. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | Please choose the Greenfield Athens high speed route! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/29/2019 | Web Comment | I prefer the Greenfield Route due to speed, and new tracks. I have worked as a railroad conductor with CSX Transportation, and our tracks in the United States are very bad. A high speed rail would need a dedicated track in good condition. Additionally, this route includes the GSP Airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/29/2019 | Web Comment | | Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I really like the Greenfield route that is proposed. Living south of Anderson, it'd be nice to have an option to ride a train to Atlanta or Charlotte for a day trip or to attend events I would otherwise avoid because of traffic. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I'm strongly in favor of connecting our region with the Greenfield ROW option. While I don't benefit directly from a rail connection with this route, it's clearly the best long term strategy for giving our region flexibility to adapt to changing needs in the future. Unlike the Crescent or I-85 ROWs, the "Greenfield" option is a unique opportunity to offer businesses, community members, and visitors alike a one-of-a-kind mobility option across the entirety of the US. The northeast corridor is too dense to consider new low-curvature rail lines. We should reserve the Greenfield ROW before we face the same problem in the southeast. Even if we operate slower trains on the rails - or if we do not immediately build a rail line - the reservation of the Greenfield ROW raises the likelihood of being able to take advantage of future high speed technologies such as magnetic levitation (maglev) or vactrains like the hyperloop. These options may be generations away but prudent planning now will ensure that our region can consider such options when they have been proven elsewhere and made commercially viable. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I strongly support the Greenfield route, not only because it would connect Atlanta and Athens, but also because the review documents show that route to take the most cars off the road. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatnatian do nofirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald so support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | The Greenfield option seems the most appropriate for all considerations. Other options are either too long or too expensive. Greenfield most closely replicates the conditions under which other successful high-speed rail services operate. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | The college kids believe a train to Atlanta and Charlotte will help with people wanting to keep the Athens lifestyle while working in Atlanta and/or Charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

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| 10/29/2019 | Web Comment | As an Athens, GA resident, I support the Greenfield high speed rail line. This will reduce congestion in Atlanta, Athens, and the ISS corridor. Additionally, it will provide wonderful economic opportunities to Athens and Atlanta residents do the increase in affordable and efficient transportation. Although it will likely not be so sole solution to Atlanta traffic issues, this will provide a viable solution to take a significant amount of cars off the roads and provide reliable travel times between destinations. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altarnative. The dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | Think the Greenfield option to be the best. We have and still do use the Crescent line. Having a more direct and faster option would be nice. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I am in favor of the Greenfield line. Considering overall cost and estimated revenue generated, the Greenfield line offers the best compromise. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | SCC offers very little; therefore a waste of money. I-85C is a plus for Greenville,SC ,but at a tremendous expense. GC saves the most time, capital costs are about 1/2 of I-85, would require Greenville to build a connector. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | The Greenfield route seems to be the best option. Go for it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Concerning high speed rail options, I support option 3, the Greenfield route. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I think a train from Charlotte to Atlanta is an excellent idea. The Greenfield Corridor Alternative seems the best idea because it is faster, uses electricity, cheaper, and goes through Athens. Athens would provide a huge base of people willing to ride the train. This corridor will also still go through Metro Atlanta, Gwinnett county, etc. like the other corridors. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have hower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |

| 10/29/2019 | Web Comment | It seems to me that the Greenfield option is by far the best. It runs at a surplus, has a positive benefit to cost ratio, is the quickest, and generally has the least impact (for the most part) in many areas. It's also not the most expensive, and based on the surplus could eventually (by a very, very rough estimate, about 6 decades) fully cover the original capitol costs. There is little to no chance, in my opinion, that the South Crescent corridor plan would ever be accepted by the constituents in these states. Running a deficit and requiring public subsidy for a rail line is very much not an idea 1 see the generally tax-averse, conservative people of these states to appreciate. In addition, the projected travel times are not significantly different than highway travel times which means there would be very low appeal. The I-85 running a surplus could make it acceptable, although a negative benefit to cost ratio isn't promising either. I will say that running to Greenville proper rather than GSP is a fair benefit, however, since there is currently limited to no easy option getting from GSP to Greenville. I see the I-85 and Greenfield options as the only viable ones with Greenfield preferred to I-85. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/29/2019 | Web Comment | Greenfield alternative appears to be most reasonable alternative when both speed and cost are factored in. Please take this alternative into serious consideration. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | Allowing high speed rail to have stops in major university areas such as Athens and Anderson/Clemson as viewed in route proposal 3 increases desirability on both sides of the border and would decrease highway overcrowding during peak seasons. Southern railways deserve a return to greatness and can be an example to the industry of how to create economically impactful and environmentally conscious interstate transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | The greenfield corridor sounds great. Would love to see this kind of project happen. I think the fastest route is needed in order to compete with airplanes and driving in general. If the train takes longer than either, than it doesn't attract as much interest from the public. I would totally ride it for a weekend it Charlotte or greenville. It would be a great economic boost for those areas including in atlanta! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | The Greenfield makes the most sense in terms of speed and safety. It also opens up new areas of economic development along the path. Anderson needs to be included as a stop because the county has the most international investment of any county in South Carolina with 52 companies representing 18 countries. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | If the premise is for passenger transportation, the Greenfield Corridor would undoubtedly be the most impactful. This is definitely needed, long awaited, and would have major positive impacts on local industry and the general workforce. I am looking forward to learning more specific information regarding the environmental comparison impacts of the alternatives. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | I support the proposed Greenfield line that would pass through Athens. Having a high speed railway that connects Athens to Atlanta would be a game-changer for students who originate from the Metro ATL area as well as reducing traffic on the roads as people flood to Athens for game days. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/29/2019 | Web Comment | For my family the 3rd option from Charlotte to Atlanta would be the best. It would allow my husband and I to see family in Greenville within 30- 45mins vs sometimes nearly a 4hr commute depending on traffic (on a good day 2hr commute) it would also open up opportunities to visit Atlanta more frequently for the mlb games and other entertainment activities that atl has that Charlotte doesn't. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/29/2019 | Web Comment | I would love to have the train come through Athens. I'd appreciate a safer, more environmentally friendly way to get into Atlanta and to visit my husband's army buddy in Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I think they Atlanta-Charlotte railway should run through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I support the Greenfield option that runs through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I believe the Greenfield Corridor is the most efficient and cost effective plan. It allows access to populations south of Athens, including where I live, in Augusta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I prefer the 3rd option, the Greenfield route. Stopping at GSP seems like a great option and I don't believe the route needs a stop in downtown Greenville. It's only a 15 min car or Uber/Lyft ride from GSP to downtown Greenville. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I think including Athens, and the University of Georgia would bring more riders and benefit more people. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I think having the rail line between Atlanta and Charlotte is a fantastic idea. Additionally, I think it should include the stop in Athens. As a UGA student who is from Charlotte this would more getting home much easier, and I believe this would be the same for students from Atlanta who are without their own transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Please use the corridor through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

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| 10/28/2019 | Web Comment | Optio 3 with 2 stops in SC at Greenville/Spartanburg Airport & Anderson bc it is the FASTEST w/ most riders. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I support the Greenfield option. It would be wonderful to connect athens and uga to Atlanta and surrounding areas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DT and South Caro |
| 10/28/2019 | Web Comment | Atlanta - Charlotte high speed rail line should run through Athens, in my opinion. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Deailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I like the idea. I believe the Greenfield corridor would be the best and most used. There would likely be a lot of travel between Athens and Atlanta and the connection between UGA and Atlanta colleges would be great. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Greenfield route through ATHENS, GA PLEASEIIIIIIII | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I'm so excited about the Greenfield option that would go through Athens. We're set up for it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I would like to state my support of the proposed Greenfield option for this project. While not the lowest cost option, the fact that it is currently the fastest option from end to end makes it more likely that it would be the top choice among transit options (train, driving, flying) to get from Atlanta to Charlotte, probably paying for itself considerably more quickly than the Crescent option could. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/28/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altarnative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | I highly recommend the route coming through Athens! This is only going to help the student population and the community to be more efficiently connected to metro Atlanta and the ATL Airport, and all points north. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | l vote for the Greenfield Corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided unit a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | The Greenfield route through Athens Georgia would make the most sense serving the large collegiate and related work population of the university which desperately needs better access to Atlanta, the airport and beyond | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I would prefer the Greenfield corridor. The towns along the other routes parallel I-85. The Greenfield route would service more areas in need of transportation. Also traffic between Athens and Atlanta should be reduced if there is an alternative and take some stress off of Hwy 78 and 29. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | In support of the Greenfield Corridor Route | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I highly support the Greenfield Corridor line. If something like that existed now, it would cut down so much travel time for me and so many I know. I used to go to school in Athens and have an internship in Atlanta, driving the route back and forth 8 times a week - and I know many UGA students do the same. Choosing the rail line that provides a route between Atlanta and Athens would provide incredible environmental and economic effects. Now living in Atlanta and traveling to Charlotte frequently by plane, I see so many applications for this and am incredibly excited by the potential. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/28/2019 | Web Comment | A route connecting Athens to ATL airport is imperative. Either the greenfield or an alternative route that includes a stop in Athens would provide enormous improvements for travel for those in and around Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | It would be nice to have High speed rail in Athens. It would help with alot of traffic going to and from Atlanta especially. It would also be nice to jump on a train and travel to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | The line should run through Athens. This is the best long term route and serves a highly mobile university community who have need for and would use the service. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Deailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I am in favor of the Greenfield route through Athens because it is the fastest route, which will incentive people to use it instead of I-85, helping reduce the traffic problem in Atlanta. Also, for the thousands of students who attend the Univesity of Georgia from metro Atlanta, 316 is in desperate need of renovation. This rail line would offer that in a creative solution that would benefit the city of Athens as well. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I would absolutely love to see high speed rail between Athens, GA and Atlanta, GA. I have heard nothing but positive discussion about this option from residents of both Athens and Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Go big or go home. The Greenfield route has the best usage potential, while being least disruptive to existing rail and interstates while it's built. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the cartorute into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I just came across a news article about the proposed high-speed rail between Atlanta and Charlotte. As an Atlanta metro resident, originally from New York City, I'm in support of the proposal. I'm also a big supporter of the Atlanta United Major League Soccer team, and rumor has it Charlotte will be joining the league in the 2-3 years. I could see taking the high-speed rail to matches. I like the idea of stops in Athens (because it's home to the University of Georgia) and Greenville, for daytripping. A Doraville station would be closest to my home. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | The "Greenfield" Option is clearly the preferred option in this reviewer's professional opinion. It is the most cost effective option for limiting construction under traffic and traffic interruption, tailoring routing details to landform (grade separations), alignments for regional access strategies, alignments and super elevations for the accommodation of speed and rural corridor land costs. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. Al comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/28/2019 | Web Comment | Please seriously consider including Athens in the railpath. There is so much that could be accomplished between Atlanta and Athens if the car traffic congestion did not exist. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | Please make Athens a stop! It would be of huge economic benefit to the town as well as make a dramatic environmental impact. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Very excited and hopeful that the greenfield cooridor connects Athens to other hubs. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I think it would be wonderful to have a high speed rail that went through Athens and connected it to Atlanta and Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I am writing to strongly encourage you to pick Greenfield route for the Charlotte to Atlanta proposed rail-line. Come on! It's time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altarna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | The high speed railway is important to the Athens' residents, especially the UGA has a big network with the Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I believe the route through Athens would be of a greater service for a majority in the area. Hope this would help the traffic issues on 316 and 85. While also being the cheapest of the proposed routes. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Very much in favor of the "Greenfield" line running through Athens- worth the extra cost as it will have higher ridership and speeds | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Really would love a high-speed option like the greenfield corridor. It appears that removing the stop at the GSP airport would allow the trip to be done faster by straightening out the route. That might be a good tradeoff to make. Really looking forward to this happening! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/28/2019 | Web Comment | In favor of the Greenfield Corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | I am in favor of high speed transportation between Athens and Atlanta. Think of the ridership between Atlanta and Athens for football weekends. It would be tremendous and probably pay for the project much more quickly. Also, it's the fastest speed option and does not Have the highest price tag. Atternatively, I would not be opposed to doing a hybrid of these designs that would include an Athens spur or if one of the other options is selected, having an optional route dipping down to Athens then back up to the primary route. Athens spur or if one of the other options is selected, having an optional route dipping down to Athens then back up to the primary route. Athens is lacking a good road between it and Atlanta. Hwy 316 is the very bane of my existence and is all around AWFUL. I mean seriously, holy shit it is bad. Catch one realight on the way to Atlanta and then you catch them all. It's embarrassing Knowing that most of the opposing SEC fan bases have to deal with that. I'm use a bunch of opposing fans would be happy to stay in Atlanta and train over for the "gameday express" or whatever you'd like to call it. Athens already has infastructure in place from the multimodal center to handle it. Bottom line- include Athens and watch the payoff time be cut down substantially. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I believe the Atlanta to Charlotte train via Athens would see a large number of passengers riding for business (Travel thru Atlanta Hartsfield Airport, potential for career opportunities in all connected cities since travel time is short) as well as pleasure (Vacation travel thru Atlanta Hartsfield, UGA football games, arts and theater, tourism in all connected cities), therefore this route has my vote for the best rail line option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I prefer the Greenfield route because I think there will be a fair number of students riding through Athens and the cheaper price is obviously a plus. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detail frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives unil remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Rail has long been needed to connect Atlanta with nearby cities. Public transportation in the form of high speed rail creates connectivity and accessibility that is crucial with today's growing population. I am a Master of Urban Planning and Besign student and have studied a lot about transportation planning and alternative transportation modes. I believe the Greenfield Corridor Alternative is the best option for the Atlanta to Charlotter ail line. It is the fastest route and in terms of price, it seems quite reasonable. It would create a much needed connection between Athens and Atlanta, which would allow commuters and UGA students an alternative transportation option between the two cities that could alleviate vehicular traffic congestion. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/28/2019 | Web Comment | The Greenfield route for the Atlanta Charlotte high speed railway would be excellent for many reasons! In addition to providing transportation from Atlanta to Charlotte it would also provide fast transportation from Athens to Atlanta which is a highly commuted trip as it is. It would also mean direct access from Athens to the Atlanta airport which would be excellent for people coming in to watch football games, coming in for conferences or just going to visit family if their out-of-state students. I currently live in Athens and work for SunTrust which is merging with BB&t for a new headquarters in Charlotte. Any of the proposed routes would be excellent considering a lot of the existing SunTrust employees will be staying in Atlanta but we'll need to commute to Charlotte. Another great thing with the Greenfield round is it will 4 college students in Athens to take internships in Atlanta without moving since they would now have a reasonable way to commute to and from Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | In favor of Atlanta to Charlotte Greenfield corridor alternative | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Please consider the Greenfield corridor alternative! Athens needs a train to Atlanta desperately, plus this option is still servicing Suwanee. Make smart decisions now; it will pay off in the future. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I think this is a great idea. The greenfield line would be most effective. The need for fast reliable public transit from Athens to Atlanta is very necessary and would help students, faculty, and staff from the University of Georgia get to the ATL airport, or even commute from Atlanta daily, like a lot of students currently do by car. This would also help students living in NC and SC get home faster and without using cars. The amount of trips by car would be greatly reduced, which is overall great for future sustainability, moving towards a society that is less dependent on cars. There are many people who would rely on this system, especially those without cars. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | I am in support of the Atlanta to Charlotte Plan. Specifically the Greenfield alternative would be the most cost effective connection between major cities through Northeast Georgia and South Carolina. The connection is crucial to facilitating the massive population growth towards the Southeast. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/28/2019 | Web Comment | Regarding the Atlanta-Charlotte high speed rail link, I'd like to include my thoughts/comments. 1. Since the drive time from Atlanta to Charlotte is about 4 hours, any rail link should be significantly faster in order to attract riders. 2. Attracting high levels of ridership will be key to long-term success of the project. Even if the rail fails to turn a profit, as long as many people are seeing a benefit, we will continue to want to support it. Given those two thoughts, I recommend you reject the "Southern Crescent" option - it would be too slow. I recommend you reject the I-85 option - too expensive. I recommend you approve the Greenfield option. The Greenfield option links three airports together, providing a legitimate alternative to air travel - or an extension of air travel plans to intermediate destinations. The Greenfield option also includes a stop in Athens, which I think is an outstanding idea. This will give a realistic option for college students to travel by air to either ATL, GSP or Charlotte, and use the train for reaching their final destination in Athens/UGA. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/28/2019 | Web Comment | I think the Athens stop would be a huge boost in gaining public acceptance for this project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I prefer the Greenville route through Athens. Could be great way to get to the airport and Charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Choose the route that goes through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the GreenField Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | A rail service to Athens GA would be very beneficial to the city and the University of Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Although the route would be longer, I support the route through Athens, GA. It would impact a larger population of the state with multiple benefits. Examples include lessen traffic, higher accessibility to the University of Georgia, commuting easiness, etc. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the EJS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | l support Greenfield high speed railway. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/27/2019 | Web Comment | I strongly support the Greenfield route. It would increase the flow of people between Atlanta and Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/27/2019 | Web Comment | Would love to see the Greenfield option chosen. Athens needs alternative travel options to Atlanta and Greenville. Charlotte is an added bonus. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I strongly support a high speed rail line and would like to see this route come through Athens. UGA had a 6.3 billion dollar economic impact last year. Connecting Athens to Atlanta and Charlotte by rail would enhance the positive impact of our state's flagship University. I'm | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Welcoming many international speakers for lectures and other initiatives at UGA, the existence of a high speed railway connecting Athens to Atlanta airport would immensely facilitate the organization of such events. It would be a fast, efficient, and essential way to connect the University to the rest of the world! Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Greenfield route would provide the highest economic benefit to the region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | The proposed Atlanta to Charlotte railroad should pass through Athens. This would benefit the large student population of UGA from Atlanta as well as provide alternative environmentally friendly means of commuting. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I feel the Greenfeild route would be better I live in athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | This line should include Athens. Of the towns in Georgia it is most likely to have citizens that will use it. It should also be chosen because people will not use routes that are much quicker than driving. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I think this is a wonderful idea. This has the opportunity to expand out the benefits of Atlanta's economic growth to other regions within the state. Furthermore, as Charlotte develops into the Southern banking hub, a connection with the Southern business hub would be a great system of transfer. Furthermore, giving Athens better access to both of these markets could stimulate growth in the University area due to easy-transit access, and greater commuting options. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/27/2019 | Web Comment | l am in favor of the Charlotte - Atlanta train going through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/27/2019 | Web Comment | Hoping for an Athens stop on the rail line! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Would love the implementation of the Greenfield option for the high speed Atlanta to Charlotte train railway. It would be extremely beneficial for students, faculty, and visitors to the University to be able to take the train from Atlanta to Athens and bypass the traffic and be more timely and convenient. The limited options for travel from Athens to Atlanta has been a deterrent for many potential new faculty when they visit. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be sumarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Use Greenfield | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I would love to see this railway happen. I especially would like to see a station somewhere between Lawrenceville and Athens. Preferable barrow county. 316 and 81 has massive traffic flow issues, and if there was a station there, it may decrease the traffic on the local highways | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I'm an Athens teacher and resident and would use this rail twice a month if it went through Athens. Of the three options, the Athens route makes the most positive impact | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also Support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I write in support of the Greenfield corridor option. To help fund it, consider adding a Mall of Georgia station and operating UGA Game Day trains. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be sumarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I choose Greenfield. It is not as accessible to all as the Southern Crescent route but it will be a faster route. I do think parking at the airport needs to be separate from the parking for those flying and a separate building or entrance for those using the train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| · · · · · | | I am so excited for the possibility of a high speed rail station in Athens, GA! I have lived in Athens for a decade and have no plans to leave anytime | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/27/2019 | Web Comment | Soon. However, my parents and a large number of friends still live in Virginia. Having a high speed rail line through Attens that connects to Charlotte, NC and eventually Richmond, VA would be incredibly convenient for me. I would likely take day trips to Charlotte, NC for fun as well as travel home to VA more frequently if I had train travel as an option. Currently I travel to Virginia twice per year, and almost never travel to Charlotte, NC because I do not want to put the wear and tear onto my car. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | This is a good idea, and it would be great if the rail network goes through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Bring high speed rail to Athens, please! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I think a railway from Atlanta to Charlotte would be a great measure for both cities and would possibly alleviate some of Atlanta's congestion. I also think that the railway should have a stop in Athens as this would decrease Athens to Atlanta traffic and help students get to the airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | We need a railway system from Charlotte to Atlanta - even more so as our cities continue to grow. Our highways are not keeping up with useage. In my opinion the proposed railway will not be used unless you implement one the two fastest options. Having a railway to connect all three cities will benefit all air travelers providing more costs and time efficient options for each destination. The middle price option would be sufficient as there is easy transportation to the airport using Uber and Lyft. I would like to see the most green alternative implemented. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | The Atlanta-Charlotte line should pass through Athens!! This would provide a HUGE benefit to students and townspeople alike that desperately need a way to get back and forth quickly | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I've looked at the high speed rail options for a Vhaflitte to Atlanta corridor. I believe he Greenfield option makes the most sense. Including Athens as a stop is very important, as UGA draws in many visitors every year and does not have an airport that accommodates commercial flights. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/27/2019 | Web Comment | I am very supportive of a high speed rail through Athens Connecting the Atlanta airport to Charlotte. To me, this option makes the most sense as far as the number of riders it would benefit. There is a strong Athens/Atlanta connection with the student body of UGA and could help decrease some of the traffic flow between the two destinations. Personally, as a professional in Athens, this option would allow for the potential to work in Atlanta while still living in Athens without the brutal commute. The traffic into Athens increases dramatically during footbal iseson and it doesn't feel like there is the infrastructure to support it. This option could create better safety during these times and also allow folks to come into Athens without having to stay for the weekend. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/27/2019 | Web Comment | Please route the high-speed rail through Athens, GA. I am a physician who commutes from Athens to Atlanta for my job at the Centers for Disease Control and Prevention. I have many colleagues at CDC and at Emory who do the same. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I would love the Greenfield option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I'm sorry I missed the meeting, but I read about it in the Greenville News. I am in favor of increasing passenger rail options. I've seen it work in Europe, and I think we ought to make it work here. From what I read about in the paper, I favor the greenfield route that stops at GSP. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald so support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Please let this pass through Athens. It would be great to connect UGA with the greater Atlanta community. I am a professor at UGA (I drive to work 4 or 5 days a week) and students and faculty would like a more direct and reliable transportation option than driving to Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | I am dropping my comments on the projected corridors for the new rail system and strongly support Athens corridor. Athens is not only highly populated area campared with other proposed routes but also very strong and growing academic center, place of conference meetings, cultural and sport events that attract people from other states and local community. It would be also a relief for more congested roads that have no capacity comparable to 1-85. The new mean of transportation is to bring alternatives and possibly stimulate other part of the state. I was born and raised in Europe and see a need for rail system and understand how having such alternative helps the community to grow, makes life convenient and easy, makes moving from point A to B efficient and cuts travel time and CO2 footprint tremendously. Currently to reach Atlanta metropolitan area or airport via road is a great challenge causing stress and require a lot of time. Interstate 316 and other roads with intersections do not guarantee safe and smootig travel. Athens has already made a lot of improvement via SPLOST and other programs to promote car alternative transportation. A new multimodal public transportation hub has train station read but not the access to train. I think it is in our interest to allow local community to benefit from cultural and business exchange. Other nations have already figured out that rail is the future with all it's convenience and saved time and safety. I strongly support new Athens alternative craridor that in my view will help not only two different metropolitan areas to connect but also serve as an important bridge to improve the life of strategic communities in state and help the metropolitan areas to benefit from Athens great potential offered in science, business and culture and great community of Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

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| 10/27/2019 | Web Comment | I think running through Athens would be very beneficial to this project because alot of people travel that route frequently. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altarnative and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Greenfield Route connecting athens sounds fantastic! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | This train should go through Athens! It would generate more revenue than the other routes because of the thousands of students going to and from Athens and Atlanta and the Atlanta Airport on a regular basis. And on UGA game days it would be absolutely fantastic. Our family has a small business in Athens and we use the Airport frequently. Creating a quick and easy way to get from the countryside to the airport would encourage business expansion into this very affordable area. It's an idea that's overdue! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Please push for the Greenfield plan for the ATL-CLT railway! This would be amazing for those of us living in Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Bring the train through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | The route through Athens looks best to me. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Go through Athens!! It would not only benefit students but would be a huge economic boom for the eastern side of the state that's beginning to see growing industry. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I am very pleased to hear that this railway fro Atlanta to Charlotte is being considered. This is a great step into the future. Athens needs to be one of the stops. It is a major city in the corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/26/2019 | Web Comment | I support the Greenfield route as it would stop in Athens. With the large numbers of UGA students from the greater Atlanta area, this would be reliable stream for riders. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/26/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I would prefer this railway be created to run through Athens, GA. There is a large population of citizens who commute from Athens to Atlanta for work, which causes 316 and 85 to be over-crowded, and dangerous. This new railway would save commuters time, frustration, increase their mental health, and drastically increase their safety. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | The rail system through Athens would be great for the environment by reducing traffic congestion during sporting events and the morning and evening commutes to and from the Atlanta area. Safety and security of traveler's and the public would also be easier to control since there would be easier ways of screening passengers when boarding for weapons and or drugs. The rail system would also possibly generate more revenue for the Athens area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I've read the draft EIS documents. They make it clear that the Greenfield option is the most viable solution. The #1 thing currently hindering ridership of trains in the USA is speed, trailed by availability (whether geographic or time). If a train can get tot Charlotte in 2 hours, that makes it an incredibly compelling option for business travel. At 5 hours, it's a non-starter. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I think the route through Athens makes the most sense. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | I think that the option which would use completely new ROW would be best for this project. It will be more competitive with both modes of transportation, it will offer very high speeds, and it will allow you to travel between the two cities of Charlotte and Atlanta in about 2 hours. If this option is selected, it would cost more to build, but it would generate a huge profit in the long run, when people will decide to use the train instead of being stuck in a traffic jam, or going through the hassles of the airport. Trains are a proven mode of transportation, here/ve helped connect cities together, and they are much more comfortable than cars or airplanes. High speed rail has worked overseas in Europe, China, Japan, and other countries, as well as what we have here in the northeast region. By adopting this mode of transportation here in this country, more people will want to take the train, especially knowing that they can get between cities in less time than it would take being in the car or on the plane. We need high speed rail across our country, I am glad to hear that we're taking initiative to do these kind of things for the future to come. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | | |
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| 10/26/2019 | Web Comment | I would love the rail to come through Athens. The Athens route seems to make the most since logistically, cost wise, and also for tourism. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/26/2019 | Web Comment | I fully support making the Greenfield line | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Please consider the Greenfield option for the high speed rail from Charlotte NC to Atlanta. We need the transportation connectivity in Athens desperately. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I strongly support a line that includes a stop in Athens. Rail service from Athens to Atlanta is long overdue. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Yes, yes, yes!!!! Please build a high speed rail line from Charlotte to Atlanta, with a stop in Athens!! What a wonderful idea!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Definitely choose a route through Athens, GA. This would benefit students tremendously, and make our highways safer by reducing vehicle traffic from Atlanta to Athens along I85 and GA416. UGA is the state's premier public institution of higher education. Let's enable its success by providing a high speed rail transit option! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I support the route that goes through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I spend a lot of time in France and Italy, in part because I can take trains between cities. Traffic makes driving too difficult for an older person and flying is a pain. Athens is a retirement destination, as well as a university town, and the train under consideration would be a great asset. I would take it frequently. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Please select the route through Athens! It would be a HUGE boost to the entire N Georgia economy and bring a form of the long-proposed "Brain Train" - connecting UGA with universities in Atlanta and boosting the whole region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/26/2019 | Web Comment | I'm in favor of the Greenfield route as I believe it could greatly decrease traffic congestion by providing an alternative travel option between Athens and Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
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| 10/26/2019 | Web Comment | | Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEJS(ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I would love a high speed rail. Especially going through Athens, the Greenfield line option. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | As a current Atlanta resident and former resident along the Northeast Corridor, I am a strong proponent of increased high speed rail connectivity and improved dedicated high-speed infrastructure. I strongly favor the Greenfield alternative. It is imperative that we build dedicated high-speed rail infrastructure presently, before further development makes land acquisition difficult and costly. The greenfield route provides significant opportunities for further growth and higher operating speeds. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the actr oute into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | The route should go through Athens to unite Atlanta with the University of Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I think a high speed train through Athens would be great! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | In general, I think this is a great ideal I am excited by the possibility of using this means of transportation. In reviewing the documents and weighing benefits and risks, I would vote for the Greenfield Corridor option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Please include Athens Ga in the Atlanta to Charlotte railway. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT |

| 10/26/2019 | Web Comment | The green trail that goes by all three airports as well as Athens makes the most sense to me. The trail that follows 85 makes the least sense as there are few cities along the way that have populations to support it, as well as citizens along the way that would be likely to go to the other cities on the rail. There is tremendous traffic between Athens and Atlanta (especially the airport) and it is likely cheaper to build a rail than support a larger airport and flights to and from Athens. | |
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| 10/26/2019 | Web Comment | Prefer Southerminost route | The provide operating on dedicated tracks without at grade roadway crossings in the Greenfield Control Atlanta and confirmation of the route into frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Control Atlanta and confirmation of the route into Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Greenfield site seems the best long term plan as it touches the most people | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I think that the best route would be the Greenfield line with a suwannee/doraville approach. This seems to be the best overall option. The crescent route is worthless; it is far too slow to be competitive and amtrak already services what little demand there is for that. The IBS route, while an acceptable speed, is far too expensive to see a positive return on investment for the region during the life of the project. The greenfield route boasts the best numbers and that high speed would be a literal game changer, opening up the entire region for much more investment. I think ideally the to gos from downtown, up to Doraville and Suwanee before cutting over and going to Athens. I think a stop closer to Anderson would be good and then hitting up the GSP airport before possibly heading onward. I don't have the knowledge to comment on the Charlotte approach appropriately. Please let me know how I can help support this project happening regardless of the route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | It should go through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I think the greenfield path is by far the best alternative. 1)It allows for redundancy and complementarity in the travel corridor. Frieght/commuter on the crescent. Cars on 85 and HSR greenfield. 2) It allows construction of a true HSR corridor. The crescent fix is helpful, but using It will still be more expensive and take longer than driving. It would be 2 billion invested with possibly no obvious benefits in transit numbers. 3) building on 85 would not only be expensive now but would increase any future project on the 85 corridor. What a messi [4] the greenfield route allows for far more future benefits. The routing to the south to athens allows for a much shorter link to augusta and thus to savannah, columbia, and charleston. While the upfront cost is greater than the crescent route, it would allow for a real transit network in ways that the crescent would not. In sum, the 85 project is a headache, the crescent would be only minimally beneficial to passenger traffic and probably only for commuters, while the greenfield is truly transformative of the region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/25/2019 | Web Comment | Definitely want and will pay increased taxes to pay for any fast speed rails from Athens to Atlanta. Connect to bus service to move around Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/25/2019 | Web Comment | I think the Greenfield corridor would be ideal because it would like UGA and state botanical gardens to ATL and reduce traffic in 316, 85, and 20. And because I live in Athens! Electric, 220 mph! OMG! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/25/2019 | Web Comment | I support the Greenfield Corridor. We need a 'high speed limited stop' rail to support the southeast. Additional regional rail development should plan to connect to the 'high speed limited stop' stations. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | With 2 of the proposed routes having similar cost, it makes more sense to select the one with highest potential ridership, which would bring in more revenue. I understand that is the one going through Athens. The one going through Toccoa and Gainesville is the least costly, but also much slower and less projected ridership, and will become obsolete much sooner, meaning potentially more cost overall in the same period of time to bring up to date. My vote is for the Athens route. Of the three routes, it is more central to more people. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I would love to see the third option of a new corridor (\$6.2 - \$8.4 billion) for fast rail from Charlotte to Atlanta. Would also like to see fast rail using same tracks from Greenville/Spartanburg/Anderson to/from Atlanta and Charlotte. If this is not in the plan, it needs to be added. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | | Greenfield provides the greatest benefit and should be chosen as the corridor. Also, I think Tucker is a fantastic location for a stop. The Northlake Retail District is emerging as a multi-modal transportation hub, including MARTA bus service with a potential transfer station, multi-use trails, proposed Bus Rapid Transit station, potential stop for GRTA express buses, etc. A high-speed rail station would be an excellent addition for improving connectivity in the area and connecting riders into other transportation modes. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I'd love to see high speed rail from Athens south to Atlanta and to the north to New York, Boston, and points in between. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comments summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. An important part of the Purpose for the Atlanta-Charlotte project is its role as a key part of the Southeast Corridor to Washington DC, conncting there to the Northeast Corridor. The optimum operating plan, including whether trips through to DC will require a change of trains, will be made in later stages of the Project Development process. |

| 10/25/2019 | Web Comment | The Greenfield line would be extremely beneficial in lightening traffic north and east of Atlanta. I also like the idea of a brand new system and rail that takes advantage of today's planning technology. The red line is in overcrowded areas and in my opinion that would just add more crowding. Cars would still be traveling to the rail stations and parking would be a nightmare. The Greenfield line would give some relief instead of adding more congestion. The blueline, once past Suwanee, does not benefit enough of the population. It's too far west and spends wasted miles, and time, in low population/rural areas. Thanks for the opportunity to comment. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/25/2019 | Web Comment | I believe high-speed rail – or any passenger rail – through northeast Georgia is essential, especially if it runs through Athens, which would be a boon to students, academics, football fans, and the broader community in general. It would turn the greater Atlanta area into something similar to the Research Triangle of Raleigh, Durham, and Chapel Hill in North Carolina. Yet, no matter what route is ultimately chosen, public investment in passenger railroads is a must for the Atlanta area. Demographic trends indicate that the Atlanta area will see a massive population increase. Traffic conditions are already problematic and the roads cannot handle much more of an increase in the number of cars. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. TRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Let's do the trains in Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Send the train through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | As a frequent train passenger, I favor the Greenfield Corridor through Athens, which offers the highest speeds—125 miles per hour for diesel or 220 mph for electric—as well as the highest potential ridership, carrying up to 6.3 million people in 200. The Interstate 85 Corridor would have similar speeds and ridership, but at a much higher cost of \$13.3 billion to \$16.4 billion, compared to \$6.2 billion to \$8.4 billion for Greenfield Corridor. Though the Southern Crescent Corridor would be much cheaper at \$2 billion to \$2.3 billion to upgrade those tracks, it would also top out at 79 mph for diesel and 110 mph for electric, and carry far fewer people, about 940,000 to 1.1 million in 2050. In terms of increasing cost effectiveness and ridership, I urge the selection of the Greenfield Corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/25/2019 | Web Comment | i like the Greenfield route | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT ald South Carolina DOT alds osupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I think high speed rail for this corridor is an excellent idea. I prefer the greenfield alternative due to the low travel times. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/25/2019 | Web Comment | Great opportunity for future growth in the area. I would go with a greenfield connecting Athens in the loop. We can add Gainesville later with the existing track. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/25/2019 | Web Comment | This should go through Athens to capture that large Atlanta commuting population | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I strongly support a rail line connecting Athens and the University of Georgia to Atlanta and Charlotte. It would improve the lives in the region and stimulate economic growth and exchange of ideas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Please consider the green route for this high speed link through Athens. It can improve Athens to Atlanta traffic and provide a better alternative to driving. I am for it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Seems to be much concern with impeding on private property with the greenline option. To me it seems like the best one. I live near the area that this rail will affect and I'm not mad about it! Having a Stop near GSP will be awesome and I for sure would use it to go to ATL. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Greenfield seems to be the best option since it's the middle of the road. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | The Greenfield project with an electric train is able to complete the trip in just over two hours. That would be a game-changer for me and my wife. We have family in Atlanta, but the 3.5-4 hour drive is so long to visit them often. The slower the proposed plan, the more unlikely we would be to use it, since a 3 hour train ride is comparable to driving. I know my company would also love to have the highest speed line, because it means we could interview GT and UGA grads much easier. My only asks are for it to be faster (>220 mph) and for it to be built as soon as possible. | Thank you for your support: A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |

| 10/24/2019 | Web Comment | Okay here is the best option: The green line, because that connects all three airport hubs, is far enough away from I-85 so if a train derails it will not crash onto the highway, and the new track can be designed specifically for high speed travel to a top speed of 125 MPH. NO slower speed is acceptable because people on I-85 travel at least 80 MPH on the highway and ignore the 60 MPH speed limit signs, so no benefit in making this train slow. Finally, the train should be a "Siemens ES 64 U2" (will need to be changed for 60 Hertz use) electric train. This train tops out at 140 MPH and has a well proven safety track record as it is used quite a bit in Germany for their passenger trains. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and function of the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
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| 10/24/2019 | Web Comment | As much as we would all like to minimize costs, the long term solution that minimizes environmental impact, serves the most people, and sports the most efficiency has to be the best choice. I would say that the Greenfields choice might be the best of all worlds. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | l prefer the fastest route. I believe this route will be used the most. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | It is embarrassing that we do not have good public transportation alternatives to the interstates. I support fully the Greenfield Corridor as it costs less and provides about the same benefits as the I-85 alternative. Unfortunately, I could not attend your open house meeting in Greenville as I was stuck on I-85 coming home from Charlotte. I could have easily gotten back in time if there had been a one hour train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and Subt Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I travel to Greenville, Charlotte and Atlanta airports frequently. The travel time is often very long and frustrating due to the construction on the interstates. I would use the rail option frequently. I believe the best option is Greenfield Corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | | I would like to voice my support for the Greenfield Corridor option. The speed for the Southern Crescent wil prevent it from being utilized, despite the smaller impact on the budget. I-85 and Greenfield are nearly matched on travel time, but the Greenfield Corridor wil serve more people at a much lower cost. I would ask you to keep in mind the potential growth of ridership. The younger generation are more likely to rely on public transit in the future, or at least use it frequently. A line that would serve the Athens area would make a greater impact, but would also serve as a good example for the rest of the country. Athens is rapidly growing, as are the surrounding areas, but much of that route remains undeveloped and could be a great option to prevent displacing many people and businesses. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Greenfield through Athens, please! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Web Comment | I feel if we're going to make this investment, then let's get the fastest route possible. This is why I think the Greenfield route is the best option. I think we have to incentivize train transportation, and the best way to do that is to make a trip to Atlanta faster than it is by car. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altat rand confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/24/2019 | Web Comment | I support the Greenfield route for the Southeast High Speed Rail Corridor project if it will have a stop in Athens, GA. Please bring rail to Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | The route connecting Atlanta and Charlotte via Athens would solve about 90% of the transportation challenges experienced by individuals between the ages of 18 and 35 in the southeast. Annual ridership would be through the roof | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Please look at a mixed use path when/if the greenfield option is picked. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Greenfield option is my choice | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Prefer the Greenfield corridor for cost and speed. Environmental impact is ok also. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I wold like to show my support for the railway and suggest the Greenfield corridor route. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT as outport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I support the Greenfield alternative as the capital cost seems viable and the travel time is cut in half. We visited China recently and rode their bullet trainsfantastic. Why can't we have the same of better transportation technology? We're falling behind. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEJS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Web Comment | I am writing becuase on my neighborhoods facebook page/ nextdoor there is a lot of NIMBYism against the Greenfield corridor. After reviewing the corridor, it looks to be by far the best corridor, going from GSP airport to CLT or ATL without catching a flight, I think it will be the best from a public transport perspective. I will say though there are people on our neighborhoods facebook and nextdoor asking people to put negative comments about the greenfield survey on here there may be an influx of people trying to skew the survey sample | |
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| 10/24/2019 | Web Comment | I woul prefer and would definitely use the Greenfield option, particularly for GVL to Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Rooment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | As someone that will be directly affected by the planned Alt #3 (rail construction would be less than a mile from our residence), I still see it as being the only worth while option to pursue. If we are going to do high speed rail (Internationally recognized as 300 kph-), our effort should be the one option that has the foresight for true high speed rail speeds / time reductions between locations. If Alt #3 is not selected, air travel will continue to dominate this travel route. Especially when you consider the potential links to other east coast high speed rail networks. We don't want to be the "speed bump" in the whole system 25 years from now. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Very much in favor of a hi-speed rail line between Atlanta and Charlotte and would use multiple times a month. The cost and speed combination for Greenfield makes it look like the best alternative and the added bonus of getting folks from Atlanta to Athens would be attractive to UGA alumni. | r Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Please make this happen. Is prefer the southern route but will take any of these options. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | This project is sorely needed as an alternative to car and air travel between Charlotte & Atlanta. We have long needed an alternative travel method such as that in the Northeast between Washington, DC, and New York City. I am 100% in favor of this project & prefer the 'Greenfield' alternative with a stop in Greenville, SC . | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Just wanting to voice support for this project, it would make access from Athens to Atlanta much faster and easier, especially to the airport, at this point there are no convenient or fast options to get to the airport other than limited shuttle services or driving. The ability to connect to other services to Charlotte and beyond is also appealing. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald Soush Carolina DOT ald Soush Carolina DT and Soush Carolin |

| 10/24/2019 | Web Comment | Let me first take the opportunity to express my gratitude, relief and general excitement for this project. High speed rail is sorely needed in this country. Politically speaking, this should be a bipartisan issue for which support should be overwhelming. The historical barriers that have kept this nation from such transformative transportation infrastructure are embarrassing to say the least. So, it's certainly worth noting at the outset that 1 strongly support this project as well as the larger Southeast High-Speed Rail Corridor. After reviewing the three retained alternatives, I would like to share some simple, and perhaps obvious thoughts from the 30,000-foot view. I believe the Greenfield alternative is the way to move forward. The capital costs are medium range (comparatively) and it produces the highest speeds, most frequent trips and highest revenue projected in 2050. I think the overall effectiveness of the project is conditioned on these qualities. The option with the highest cost/ benefit analysis should win the day here. I believe the least viable option is the I-85 alternative. The capital cost is the greatest for a slower speed and less frequent trips than other alternatives considered. Similarly, the Southern Crescent alternative is problematic in self-defeating ways. The benefit/ cost ratio is the lowest of the three and it is the slowest speed of the three. Also, relying solely on diesel technology as we look toward the future seems undermining and short-sighted. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/24/2019 | Web Comment | For nearly 20 years citizens have voiced their opinions about the need for mass transit to Athens in order to link the University of Georgia with the professional working resources the city of Atlanta provides. The Greenfield route could make this dream a reality. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | The Greenfield Route should be chosen due to: the quickest travel time between Atlanta and Charlotte which is the primary benefit of the HSR concept; the capital cost is cheaper than the I+85 corridor; ridership success will pay for the ongoing maintenance of the project; current freight rail will not be impacted on the Greenfield route; Greenfield thas the highest ridership than the other routes; the line does not have to be retrofitted into the built environment compared to the other two routes; GSP is on the route which is a necessity for an effective transportation link; current infrastructure is not in place in Greenville or Spartanburg city centers to handle the influx of passengers coming in to access a HSR station which means these communities (tapayers) will have to pay for these additional improvements which are not built into your cost estimates – a GSP station has the space and ability to handle additional passengers; the future high growth areas of the Upstate are south of I+85 and the Greenfield Route would be more accessible to the populations of 2050; Greenfield has less stations which means fewer stops and faster route times; Greenfield would result in more train/auto collisions and delay the service between Atlanta and Charlotte. Using the I+85 corridor would also increase traffic congestion and impact safety as drivers would be distracted by the HSR train on the side of the interstate or within the median (not to mention the years of construction along the interstate to construct the projecit; when there is an accident on the side of the interstate, drivers are distracted looking at the wreck rather than focusing on the road. The Greenfield Route with its own designated route away from shared freight rail service is the best option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | The Greenfield option is the best option when looking at speed vs cost and the best benefit for the community. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Web Comment | I read about this on the day after the Greenville open house. I travel to Atlanta and Charlotte quite often and the number of semis and accidents on I85 is frightening. I believe the environmental impact alone not to mention the convenience would be worth pursuing this rail system. I like the fastest route that goes through Greenville but any of the plans would be excellant. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/24/2019 | Web Comment | Greenfield Corridor through Athens is the best option! We have needed this for YEARS! Connect UGA to Atlanta and Charlotte so many people are traveling back and forth by car daily. We need this! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | The railway would be great to bring through Athens, Georgia. There are thousands of internship and other opportunities in Atlanta that students and recently graduated college students could take advantage of if there was convenient transportation to Atlanta. This would also boost out-of- state attendance to UGA through convenient transportation to and from North Carolina. Further, connection to two international airports is advantageous for everyone living in north Georgia, because it would alleviate individual car travel to Atlanta for the airport and allow Athens, Lawrenceville, and even nearby county residents to ride the railway instead. The eventual addition of the railway to D.C. would also be most beneficial to Athens' residents. Regardless of which path the railway ends up taking, it should be implemented as soon as possible to provide alternative means of transportation to north Georgia residents. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RA dismissed the other two Corridor Alternative, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Greenfield project looks like a great way to get from GSP to ATL or CLT | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I am in favor of the proposed Greenfield route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | This is a FANTASTIC idea!!! We need this desperately, especially connecting through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I hope that serious consideration will be given towards the high speed rail option or Greenfield corridor for the Charlotte/Atlanta rail. Not only would this be a boon for business between the 2 cities, but also take a large portion of traffic off the roads and reduce congestion. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 10/24/2019 | Web Comment Web Comment | Do the fast route but bring the route into Greenville. Serve the people the people in the cities with rail service and take the freight out of the cities. I suggest a hybrid route of the Greenfield route but have it service Anderson and Greenville, preferably downtown. If I have to take a shuttle to a station, I might as well go to the airport. Work with the rail companies to give them something they want. A whole new corridor like the Greenfield could help freight and passenger service. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DT and so upport this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/24/2019 | Web Comment | Go big or go home. I support the Greenfield line. Yes, it is the most expensive, but it has the potential to move the greatest number of people. I would make the trip to Atlanta much more frequently were this an option for travel. I have family in Greenville, SC, and the drive on 85 has grown increasingly crowded, long, and frustrating. My mother, a senior citizen, lives here in Charlotte, and she cannot drive anymore. She would be able to utilize this form of transportation to see her family in Greenville. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
| 10/24/2019 | Web Comment | The route thru Greenville-Spartanburg airport would seem the best for travelers and have easy access to downtown via shuttles if needed. This would make it a transportation hub and be in a safe accessible area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and farse will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I support this project. I think it's important the route goes through Athens and Greenville, in order to attract riders. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | able to stop in Athens, there would finally be an easy way to travel between our state's major university city and its capitol, and I believe this route would see a lot of ridership, especially if it were to have stops in Lawrenceville and perhaps another North Carolina city before Charlotte. I know you | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Please strongly consider the Greenfield route. In addition to providing better connections between major Georgia Cities it allows for the best speed at a reasonable middle of the road cost. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Please choose the Greenfield corridor, it serves the most people and will be the best investment, creating a better link between significant areas in the state. I-85 is so bad to drive | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I am all for a passenger train rail being built to connect Athens to neighboring larger cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | In favor of high speed rail. Just used it in Japan and it is wonderful. I hope people on this committee have been there to experience it. I favor the Greenfield option. Surrounding land around GSP might be used for a park and ride for people departing the Greenville area. The Southern option using existing rail line would, to me, be a mistake. Old line can cause problems. I-85 is good but seems to be the least feasible because of existing land use | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | High speed rail from Atlanta to Charlotte, eventually linking up with planned DC extension, is a great idea and one big government project that I would enthusiastically support. The I85 corridor is an unpleasant drive and I frequently prefer taking I-20 (out of the way, but more pleasant) back to my childhood home in NC. I also have family in Northern VA. I would prefer taking high speed rail from ATL, Athens or Greenville to Charlotte, Greensboro, Raleigh or DC as my current travel time to IAD is approximately 6 hrs given my drive to Hartsfield, parking, security, baggage etc. I have lived in Europe and it is much easier to work on the train than at the airport. Make this project happen- with a stop in AthensI-and don't let us fall behind the Chinese. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I really like the Greenfield Corridor route because more people would ride coming and going from Athens and Anderson as well as the airport. Granted, the route would cater more to airport travelers than locals, but the speed is the primary factor. I like the idea of a train going directly into downtown Greenville, but as a Greenville resident, I am more concerned about getting to the Charlotte or Atlanta city centers than having access to my own city's downtown. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. Al comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Please bring this to Athenswell use it | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | If built, hope it follows the I-85 corridor, which would impact private landowners the least. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be eveloped in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I would love to have a high speed rail come through Athens!!!! I've lived here for over 18 years and would love to take advantage of what Atlanta offers and the train would make it more convenient. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I support the greenfield corridor option! Best cost when comparing max speeds, path, and locations/stops. Makes the most sense! (Though it would be nice to see an option that goes a little close to Greenville) | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | Yes, this would be a huge incentive for me to stay in Athens, that way I can travel without always having to take a car. People could drink in Atlanta/Athens and be able to safely take the rail without having to pay huge Uber fees. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I support the Athens route based on the potential rider population. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I support the "greenfield corridor" route through Athens for any upgrading of passenger rail service. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project necord and will be eveloped in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project necord and will be summarized in the FEIS/ROD. Responses to the comment summarizes will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I would like to voice support for the Greenfield alternative corridor. I understand this corridor to have the potential for the fastest travel time although at a higher costs. Now is the time for Georgia, South Carolina and North Carolina to work with the Federal government to make this high speed link a reality. The benefits of high speed rail are numerous, and examples can be found around the world of how increased mobility drives the economy. Even inside America we can see how in the North East Corridor Amtrak's higher speed and higher frequency offers drive the economic engine and spurs growth along the corridor. I urge GDOT to strongly consider the impacts of the high speed link, and look at the long term prospects. Infrastructure projects only get more difficult and more expensive over time, the longer they are put off. It is imperative to consider the cost benefit analysis and use the long term projected economic models to drive the decision to build the new G | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in the Tier 2 study. |
| 10/23/2019 | Web Comment | 1. Greenfield route 2. Get it done before 2050!! I want to use this while I can still walk. 🙂 | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives will requents a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | The Greenfield alternative to the proposed Atlanta to Charlotte corridor is by far the best solution. UGA students would not have to drive to and from the Campus in Athens and points West, if there was a train alternative. Today, Mondays and Fridays see hundreds of students driving to and from their homes and school. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | Athens has much more potential traffic per capita than the other proposed cities/routes. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FAA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | It should absolutely run through Athens. As cities are becoming more crowded midsized cities are steadily growing in population. The Athens we have today will be dwarfed by the Athens that will likely exist by the time this route is finished. Gainesville does not have the same potential for growth that Athens does and leaving the classic city off the line would be a huge mistake | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Athens is prepared for high speed rail, and given both its central location between Atlanta and Greenville and the fact it is home to the University of Georgia, the plan to run a train through Athens makes the most sense of the options. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I support investing in high-speed rail between Atlanta and Charlotte, specifically the greenfield corridor, as I am an Athens Clarke-County resident and believe our city would greatly benefit from this alternative form of transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Development. All comments summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Yes, bring the Greenfield corridor through Athens I am a Realtor, professional musician, and local activist, and this is a no-brainer benefit to the community, the environment, and expanded work opportunities for Georgia residents. The Athens route offers the best combination of affordability and speed, serving the largest potential ridership, and decreasing traffic accidents and congestion along 316 and 85. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | For the love of god, make this a reality. I fully support a High-speed rail from Atlanta to Charlotte (through Athens). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I think the idea of high speed rail between Atlanta and Charlotte is a fantastic idea, especially with a stop in Athens!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Resones to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I would love if the line came through Athens! Many people commute between Athens and Atlanta, and it is beyond time for there to be an option for more mass transit options between these two cities | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | The Greenfield Line seems the most viable as it goes to 3 airports. Great ideal Let's get started! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I want to strongly encourage you to choose the Greenfield Corridor route for the Atlanta to Charleston high-speed rail. This route would allow a quick connection between UGA, Georgia State, and Georgia Tech, which would be a great book for our university communities. UGA students and faculty would be able to use this route to get to the ATL airport. And international visitors to UGA, whether faculty or students would finally have a public transit route to our campus. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | Please approve the Greenfield route! As a resident of Athens, I know from experience that another form of transportation to and from Atlanta is vital for business in our city. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | If we are to do true HSR then the electric Greenfields option is the only option moving forward. Any other option with speeds lower than true HSR (150MPH plus) are non-starters. That and the use of diesel is a non-starter. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/23/2019 | Web Comment | Athens has needed a rail system to connect us with Atlanta and other cities for years and it has yet to materialize. This would be a nice as it is the cheaper and much faster than the Gainesville route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | "I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option." | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Though I know it is a source of funding issue, I believe most Atlantans, if given the opportunity to say so, would prefer improved transit in Atlanta than a rail line to Charlotte. Not that I am opposed to this line, just think there are more needed options. Of the choices given, I guess i'd go with the Greenfield. Being an electric line is important and going through Athens would help to link college areas in GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/23/2019 | Web Comment | A corridor through the Athens will provide the highest projected ridership, thus benefiting the maximum number of citizens. Despite the slight marginal increased cost, this option should be pursued by GDOT. High speed rail is a great alternative means of transportation and I would love to see GDOT pursuing more of these projects. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | I am a resident of Athens Ga. the proposed train to Athens would be something I would very much like to see happen. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
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| 10/23/2019 | Web Comment | | Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS(ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I think it should come through Athens. We need it! Think of all the traffic issues it would solve, especially on game days. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I am in support of the Greenfield Corridor. I believe that having access to a high speed rail will positively effect my home town of Athens, GA by improving access to jobs in metro Atlanta and also increasing tourism. This would also save lives by giving people a safer commuting alternative. I personally commuted to Duluth for approximately 3 months for work and it was unsustainable for a healthy work/life balance. Traffic is horrible and so when I was offered a job closer to home I took it even though my salary took a major hit. If I had the option to take a train to work every day I would do it in a heart beat. Not having to worry about traffic or the time spent in a car would dramatically improve many people's job prospects and in turn improve lives and economic standing. I would also consider traveling more if there was an alternative to driving to ATL airport. Currently, flying anywhere for me is an all day affair considering the hour and half travel time to the airport coupled with the two hours allotted for going through security, and however long the flight is. Sometimes I opt to drive to my destination because the time spent traveling is comparable. Having a quicker route to the airport would improve travel and tourism overall in a positive way – plus fewer cars on the road is a great thing for the environment. I hope this project goes forward. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Prefered Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | The Greenfield option that goes through Athens would be extremely beneficial. It appears to be the best option of the three as well (highest potential ridership, highest speed, middle of the road cost comparatively). This would help alleviate traffic between Atlanta and Athens (for students that commute, employees that commute, game day traffic, etc.), as well as support economic growth. I highly support my tax dollars going towards the Greenfield option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I am a regular commuter from the Athens area to the Atlanta area. Having the Greenfield route chosen and built would be beneficial to me and my family as we would take advantage of having a transportation alternative at that location. Right now, I spend at least an hour in traffic each trip going and coming back from work. I may not need to go to the Carolinas often but at least an Atlanta-Athens route would make me a regular train commuter. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I have to go to the airport ever now and then for business as well as Atlanta. I would ride the train to the airport and to Atlanta if it existed in Athens, GA. This would be a great addition to the transportation approaches from Athens to Atlanta. Also, also for people going to UGA games from Atlanta it would make a lot of sense for them as well to travel to Athens for a game. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | I don't pretend to have absorbed every ounce of this info, but my immediate reaction as an Athens resident is that having a high-speed Atlanta to | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/23/2019 | Web Comment | Charlotte rail line coming through my town would be absolutely amazing. My family travels to both of these cities routinely, and we would certainly welcome an alternative mode of transport. I think more transit option of this nature is generally a great thing, and I would love to see it happen. That Greenfield line looks great, please do it! | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Please consider the high speed rail traveling through Athens. This would connect the higher populated athens/ oconee area to Atlanta and Charlotte. This would undoubtedly offer more growth potential than the alternative routes. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatnation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I'm writing in support of the Greenfield corridor for three main reasons: 1. Fastest route, most riders, reasonable price (Crescent is much cheaper, but too few riders) 2. Athens-Atlanta corridor would be a game-changer. I work at UGA and travel to Atlanta often. I would much prefer a train to the car. I know many people who make the Athens-Atlanta commute daily who would benefit from this. UGA also hosts many visitors arriving at ATL airport who would much prefer an easy train ride to clunky shuttle vans. UGA football game days would also see a spike in ridership on weekends. All of this would cut down on traffic congestion and emissions. 3. Athens-SC-Charlotte. I have family in Charlotte and visit multiple times pregar. I would definitely prefer a train ride and my young kids would really enjoy riding the train to go see grandma and grandpa. I know many people in Athens who travel to Charlotte and Greenville/Clemson who would benefit from the train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | We would like to see the Greenfield Corridor as the chosen option. Students from Atlanta would be able to travel back and forth and this would be an easier way to connect to Atlanta Hartsfield for UGA employees and visitors. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will require, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I am for this rail! I love Athens, but jobs are limited. I would love the opportunity to work in Atlanta, but remain living here We also love to visit Atlanta for a long weekend as we have family there. We would utilize this rail often! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | If we're going to do it, let's do it right, choose Greenfield corridor. If travel time doesn't compare very favorably with driving (as it doesn't with some of the other corridor alternatives) it won't be well utilized. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Greenfield option seems like the best route. Will accommodate higher speeds which will generate more useage. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | I think the rail should come through Athens. Connecting this University town with larger cities via high speed rail will foster economic and cultural development like never before. Please make it happen! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | I think the option going through Athens would be the best one to take. Every fall, over 100,000 extra people descend onto the town for game days and Athens has more events that attract people from outside its area than Gainesville or Commerce. Additionally, the Athens route seems better due to having its own dedicated right-of-way. Using the existing Amtrak Crescent route would force passenger rail to be delayed at the freight company's discretion like it is now. On-time performance of the Crescent route is less than 40%. Expanding passenger rail without having dedicated right-of-way is foolhardy. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I think a high speed rail system would be great, Especially if it had a stop in Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Love the idea of high speed rail connecting Atl. Athens. Charlotte. Best idea in a long time. Awesome. Green line is best option for North Ga | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives well as the location of stations, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Including Athens in the route from Atlanta to Charlotte would have an enormous impact on local economy | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | I support the idea of a high speed rail line between Atlanta and Charlotte, especially the Greenfield route, which would be extremely useful to my family and millions of other people and families. We would go on trips to both Atlanta and Charlotte FAR more often and spend more money in those areas if we didn't have to worry about driving/parking/traffic. We used to live in another state where a nice rail line was put in, and it really revitalized the area, bringing in business because people had quick, easy access. Large tech businesses, especially, set up shop nearby because they could attract a workforce who could come in on the train and not have to deal with traffic. Their employees loved that, and it helped them to grow. There was a huge amount of economic expansion in the area. The traffic around Atlanta is so bad that I avoid going there. I wish there were alternatives to driving in all that traffic. I am willing to pay taxes to support the building of a high speed rail line. | |

| 10/23/2019 | Web Comment | I would just like to cast my vote, however much that matters, for the high speed route that goes through Athens. It would certainly fill a big need for the University and for traffic to and from Atlanta. Plus, as I understand, it has the most potential for ridership and top speed. Thank you for your time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | Please select the Green Line for the high speed train from Atlanta to Charlotte via Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I support the Greenfield Corridor because it is the fastest and the most comparable to the rapid transit found throughout Europe, Japan, etc. We are way behind in Rapid Transit/High Speed Rail and I fully support the construction and build out of this line. It will help invigorate the economies of the different cities/stops along the route and foster a bigger conversation about the possibilities of rapid rail. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | l support high-speed rail from Atlanta through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be eveloped in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I support the development of a high-speed rail through Athens, GA. The south needs to be a leader in high-speed rail development for our country. Connectivity between Atlanta and Charlotte will boost the economies of all cities and provide new employment and educational opportunities for generations to come. It is a worthy investment in the area, one that will last forever. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Yes, let's get a train from Atlanta through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT and South Carolina DT and South Carolina |
| 10/23/2019 | Web Comment | This is a terrific idea that should be funded now. The third option that constructs a new rail line with a higher speed rail, linking CLT/GSP/ATL airports is the preferred route. I would use the GSP line for travel to Atlanta even though I live in Asheville. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative Will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | This is a great idea. I think the route that goes through Athens is the best option, as that area is rapidly growing. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I vote for the fastest route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | A highspeed rail through Athens would be very important | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | The corridor route passing through Athens sounds like the most worthwhile, and I would prefer this one! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I would like to submit my opinion that if the high speed rail is created, it should run the route that goes through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Please establish the high speed rail route through Athens. This could open up opportunities for jobs in the county with the highest poverty rate in Georgia. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | As you may remember, plans for the so-called "Brain Train" from GA Tech to UGA have fallen through. Atlanta and the south in general is falling behind as far as transportation is concerned, but this is an excellent opportunity not only to connect Atlanta and Charlotte, but to make the Brain Train happen again. It might not happen immediately, but just having stations in the same parts of town as Tech, GSU, Emory, UGA, and even some of North and South Carolina's universities could encourage their working together across disciplines and across state lines, to say nothing of the economic impact it would have. In short, I'd like to encourage you to include Athens on the way to Charlotte. Perhaps later, on another phase, there can be a line out in other directions, but I think Athens should be the initial focus this time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I would very much love for the route to go through Athens, GA. With UGA here, there is an incredible workforce talent pool, and adding high speed rail to Atlanta and Charlotte would create so many viable commute opportunities around the region. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I am very much in favor of the train passing through Athens. I travel frequently to both Charlotte and Atlanta, and I would much prefer to take the train than drive, since I could work while travelling. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please build the rail line from Atlanta to Charlotte! And go through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | Greenfield Corridor would be great for Athens and Atlanta residents. Good for fun, commerce, and collaborative university research across multiple | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/22/2019 | Web Comment | institutions. | The provide operating on dedicated tracks without a terrade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please move forward with this. Particularly the Greenfield path. This should have been started 20 years ago. Connecting Athens with Atlanta with high speed rail has made sense for 30 years. I know it is expensive, but this money is being spent one way or another,, if it isn't spent on this, then it will be spent on something else, so let's spend it connecting Atlanta to Athens to South Carolina to North Carolina. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I think the route through Athens make the most sense. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Such an exciting project! Please bring this infrastructure to the Athens area - very interested to see the impact that this corridor alternative can have on the growth of our city and diverting road traffic for our entire region. Seems like a home run! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please do put in a high speed rail connecting Atlanta, Athens and surrounding areas. The lack of public transit here is a boon to the environment, increases traffic, and leaves no options for people who can't afford or don't want to have a personal vehicle. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I support the Greenfield corridor option for a high speed rail connecting Atlanta to Charlotte. As a 26 year resident of Athens who has over the years commuter to Atlanta for work many times, I strongly support this public transportation option that would improve safety, public well-being and would provide a more environmentally sustainable way to connect with both Atlanta and other major cities up the east coast. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Preferred Corridor Alternative for the Tier 1 Final Environmental Impact Statement (FEIS) and Record of Decision (ROD). Please go through Athens Georgia. There is a vital need for a DC/Research Triangle/Athens/ATL high speed rail transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I highly support the "green corridor" option running through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Reposes to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | l live in Athens and think that an Atlanta to Charlotte rail should include a stop in Athens. I would ride all the time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | 100% pro the Atlanta to Charlotte rail, Green line through Athens would cut down on my long distance driving by many, many miles and reduce traffic congestion! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | With the University of Georgia faculty, staff and students having access to Atlanta and the airport, ridership could be high and frequent. A large percentage of students are from the Atlanta area. Faculty live in Atlanta and commute. Many guests, speakers, potential student families visit Athens. Having railway travel will reduce traffic and connect Atlanta with one of the largest universities in the state. Would love to have a public discussion here in Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | The Greenfield Corridor with the train going through Athens seems like a great choice. I am totally biased because I would like to ride such a train and would increase my trips to Atlanta tenfold if a train were an option for me. But also, it seems like the Athens plan is a great idea because of UGA, generally high ridership, our transportation hub already in existence downtown, and the ability to do a high speed train here. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | It's disgusting the State of Georgia would consider the Southern Crescent route which would obviously benefit a foreign institution (Clemson) to the detriment to the flagship institution of University System of Georgia. The I-85 plan is laughable due to cost and bringing further congestion to a congested corridor. The only appropriate choice for the State of Georgia is the Greenfield solution. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Hello, I would like to express my support for a high speed train from Atl to Charlotte through Athens GA. As one of the largest cities in GA, Athens is a natural stopping point to provide increased ridership. Having lived in Athens for 6 years, I consistently have to drive to Atlanta at least 6 or 7 times per year. I know that others travel much more frequently than that. This would be a safer alternative that would be more efficient and environmentally friendly. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I am so excited by the idea that there would be high-speed rail from Atlanta to Charlotte, connecting all the way to Washington I could only be happier about it if it were possible to build it in the next 5 years. My vote is for the Greenfield alternative route, with stations in Tucker, Lawrenceville, and Athens. With higher speed, shorter travel times, and higher annual ridership projected, this appears to be the option that would more effectively transport people. The capital investment, while greater than that for a line using a shared freight rail, is half that of the I-85 Corridor Alternative. I have taken AMTRAK from Chicago to Denver several times. That line shares a track with freight trains and is routinely delayed because of it. Please don't doom this line to poor ridership because the trains never run on time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Yes, yes, Yes! A high speed train between Atlanta and Charlotte would be a game changer for UGA faculty, students, and other professionals in Athens who fly often. This would save me literally hours in a car during my week. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I vote for the Greenfield Corridor. Northlake Tucker would be a terrific location for a train station. Rail access to UGA, Greenville and Charlotte would be terrific! Plus, transit going south west into Emory, downtown and the airport would be awesome. SO NEEDED! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | | I think the suggested rail line from Charlotte to Atlanta needs to come straight through ATHENS GA! Please we have been dying for an easy | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/22/2019 | Web Comment | commute between Athens and Atlanta and THIS sounds freakin amazing. | There you by you support in Treatmon international and the standard in the Standard |
| 10/22/2019 | Web Comment | I support the Greenfield Corridor Alternative for this project, as it represents the best balance of initial capital cost versus service to the most riders. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Bring the train through Athensl I've read the proposals, It's the best | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | A highspeed rail between Atlanta and Athens would be highly beneficial, I would use the line once a week. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I've read about the three proposed routes, and I would like to advocate for the "Greenfield" route. Not only would it link Atlanta and Athens, but it would (according to GDOT documents) provide services for more riders at higher speeds. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Coming through Athens seems like the most logical route considering ridership and cost. Many Georgians will benefit from car-less, high-speed travel between Atlanta, Athens and Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | As a resident of Tucker I would be delighted to see a station in my area. Especially if it connected to Athens and the Hartsfield Jackson airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Would love to see the route through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Would LOVE to see high speed rail go thru Athens and would definitely use it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | I think this is a wonderful idea. I am originally from Gainesville and used to listen to my grandmother tell stories about how she used to take the train to Atlanta back in the 60s–I have never been able to understand why we moved away from that. Why would you sit in a car on I-85 when you could sit on a train? I have read about a proposed line through Athens as well. As a student, I used to drive 316 almost weekly going back and forth from Athens to Atlanta—a very dangerous road. I don't think I ever drove without seeing at least one accident. A high speed train is definitely needed in the area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | environmental impacts. | Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | l am in favor of the Greenfield Corridor through Athens, GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Athens has needed a commuter rail system going to/from Atl for years, if not decades. The route you have proposed through Athens would carry far more people and be able to recoup costs much faster then any of the other routes that are proposed. It would help alleviate football gameday traffic from Atl, not to mention making it easier to relieve regular commuter traffic along 316/I-85 during the week. There is no reason NOT to have it go through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please strongly consider running the route through Athens. This would be SO valuable to the Athens community to get back and forth to Atlanta and Charlotte w/o having to drive and it would do wonders for the communities along the routes. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | This would be an incredible opportunity for Athens, as many people commute to and from Athens from work each day. Highway 316 is heavily trafficked, and the high volume of vehicles and lights makes it incredibly dangerous for drivers. This project would positively impact thousands of drivers who make the trip to and from Atlanta each day. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please consider the Greenfield corridor! It's financially wise as it will carry the highest ridership, allow for fastest speeds, and be cheaper than the Interstate 85 rout option. All of us in Athens would take advantage of the train to access shopping, events like football and basketball games, and access to the Airport. We would LOVE to stop driving to ATL and causing more congestion! | Thank you for your support. A Preferred Alternative has been identified in the FES/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Buile direquencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | This should have been done decades ago. But as the traffic gridlock in the region continues to get worse, it is absolutely essential. This would have an enormous positive impact on the region, and help to support this region as a leading research area nationally, efficiently linking the Research One universities in Atlanta, Athens, and Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | please consider athens to be a part of the train route! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD. (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/22/2019 | Web Comment | Please consider having a stop in Athens, GA for the high speed rail. This will opportunity will greatly help the community and UGA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please run a high-speed rail corridor through Athens. It would help ease congestion tremendously, as well as provide much easier access to Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | many to be central to operations in northeast Georgia for healthcare, hospitality, and cultural activity; with the rail line running through Athens, this could serve to better connect those of northeast Georgia to resources in Atlanta by way of the city already considered a hub for those in outlying countiesAs Athens-Clarke is one of the poorest counties in the state, the financial opportunities provided by the railway could serve to create sustainable jobs and increase the volume of industries as they exist here already, and provide those members of our community without reliable transportation a chance to more easily access resources in the metro Atlanta area. Thank you so much for your consideration. | |
| | | and post-secondary education opportunities could provide sustained ridershipI believe the attractiveness of Athens as a tourist destination for sporting events, music, and cultural expression could also serve as an important factor in increasing/maintaining ridershipAthens is considered by | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Athens absolutely should be considered as a stop on this rail! So many of us can not afford NOT to work in Atlanta but want to live OTP. We need a rail to connect the East to Atl to help ease the traffic burden all the way up 316. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please consider the Athens route for high speed rail. It would strengthen the 4 universities and colleges in the area and allow students to commute. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment Web Comment | After reviewing the alternatives, it looks like the Greenfield Corridor Alternative looks like the fastest, is that correct? I really hope that the commission will opt for the route that stops in Athens, as the academic communities between UGA and the Research Triangle would appreciate the more direct route. I believe that this could encourage and facilitate so many collaborative projects among the faculty of these institutions, which would benefit not only the entire southeast region, but the nation as a whole as well. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | Please prioritize the Greenfield line to include Athens, GA along the route. To include this university town that is also one of the most highly populous metropolitan areas in the state only makes sense and would ensure that this line functions as a regular commuting line & spurs diverse economic development opportunities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | What Athens and GA need is the Greenfield Corridor! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I would like to voice my opinion that GDOT should adopt the GREENFIELD CORRIDOR ALTERNATIVE AND NS APPROACH, as proposed in the documentation, with a train stop in Athens, GA. Athens is home to the flagship University of the State of Georgia and tens of thousands of students, as well as a thriving business community. All would benefit tremendously from a train line, as Athens is currently NOT served by an Interstate, making transportation slow, tedious, and unnecessarily dangerous. The population would benefit from and use train service not only to Atlanta, but also to North Carolina and other cities en route, many of which are "home" to the student population. It would also grow economic prospects for Athens, as it would encourage more regional visitors. Again, I strongly support this option and wish I could attend a public meeting, but they are being offered in major cities to which I am not connected by interstate. A train would permit my attendance. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | We need high-speed transit through Athens! Please choose accordingly! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Hello, I am an Athens resident and support the "greenfield corridor" through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | I prefer the greenfield route for the high speed rail project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | The proposed high speed train between Atlanta and Charlotte should run through Athens GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altatnation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | As an Athens resident, we would like the trail option that could connect Atlanta to Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEJS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Fantastic. We travel often and wonder why high speed rail isnt available in high density US areas and between CBD's such as Atlanta, Spartanburg, Charlotte, D.C. Looking forward to hearing of continued successes on the move forward with this rail project. We're specifically excited about the Athens-Tucker-Hartsfield connection. Awesome! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I'm unable to attend the meetings due to the locations and scheduling. While I have trepidation about "high speed rail" projects, if the project is actually feasible then the only option is the greenfield. The other two options are two slow and, in one case, too expensive, to make sense as an alternative to flying or driving for most people. In addition, the project should consider that high speed passenger rail will operate relatively infrequently. As a result, the board should consider the option of high speed freight rail. While the relatively low-speed of traditional rail limits it principally to bulk goods, the option of a high-speed rail platform could, for certain goods now carried by trucks, be an excellent alternative along these rail corridors. Since the greenfield option would have the system entirely grade-separated, the freight could even be shipped by automated vehicles in small trains (this matches the system CSX is currently trying to create in its rail lines and which Canada Rail successfully implemented). Cars could be rented by shippers in much the same way they are rented from traditional railroads now; or traditional railroads could "rent" the line to operate their own cars. The possibilities are compelling. Failure to consider high speed freight would be a mistake for all the persons considering this project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | I would love the high speed rain to come through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | The greenfield corridor option is the most sensible if for no other reason than it would facilitate people traveling from Atlanta to UGA home football games on the one hand, but would also serve as a major economic driver as it would facilitate connections between virtually every major R1 university in Georgia and the Carolinas boosting the economic impact of these research universities not just for the State of Georgia but for the whole southeastern region. The cheapest alternative would likely take decades before it would reach the same ridership, and it would only accomplish that provided the route experienced dramatic growth along the I-85 corridor between Jefferson and Commerce and the South carolina border. The more expensive route would likely spur considerable growth in gainesville, and could help alleviate traffic on the Georgia 985 and Georgia 400 corridors, but beyond that would likely spur considerable growth in gainesville, and could help alleviate traffic on the Georgia 985 and Georgia 400 corridors, but beyond that would likely spur considerable growth in gainesville, and could help alleviate traffic on the Georgia 985 and Georgia 400 corridors, but beyond that would likely spur considerable growth in gainesville, and could help alleviate traffic on the Georgia 985 and Georgia 400 corridors, but beyond that would likely spure considerable growth in gainesville, and could help alleviate traffic on the Georgia 985 and Georgia 400 corridors, but beyond that would likely spure considerable growth in gainesville, and could growth, and that seems unlikely because where would those people wind up working? That's the single largest consideration here, this is n't a commuter rail line in the same way that it's an intercity rail line that could potentially function as a commuter rail line for its last 65 miles or so in either direction. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | I cannot emphasize enough how important it is to have a train that goes from Athens to Atlanta. Students need a way to get to the major airport that do not have a car here in Athens. Also this opens up many opportunities for students who want to work in Atlanta but live in Athens. It creates many opportunities for those living in Athens which is of course a thriving community. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Green line!! It would be amazing to have something like this come through Athens! Allows travel for students who may be far away from home with no form of transportation. Also for those small towns around the Athens area. Maybe a line connecting to Savannah as well! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I am in support of the "greenfield corridor" through Athens. We need to reduce the number of automobiles on the road ways. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Ter 2 analyses the exact route into Alternatine and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Please develop a rail possibility for travel between Atlanta-Athens-Charlotte. This is desirable for ease of travel without automobiles. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Green line would be the best | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | I hope a train from ATL to Athens and to Charlotte is moving forward. Yes, I would definitely participate in taking this train, and I believe it's a vision for the future. It's sustainable for economic, environmental, and social impact and I really hope this happens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | I like the rail going through athens to charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I would like to see the Greenfield route going through Athens, GA. If you consider Exhibit 2-6: Phase 1 Screening Results, this route is the clear winner. We are ready and waiting. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I am in support of an Atlanta to Charlotte rail with a stop in Athens, Georgia. I am confident that many Athens residents would use this to go to Charlotte and also to Atlanta (many commute to Atlanta). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Would like the Greenfield option to go forward | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Just wanted to express my great enthusiasm for the high speed rail between Atlanta and Charlotte, going through ATHENSI This development would be well used by our community, especially college students going back and forth to their family, Uga faculty and staff traveling to airports and city activities, and reducing grid lock on 316 | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT |
| 10/22/2019 | Web Comment | Based on the information I've examined, I would prefer the Greenfield route as it appears to have the most potential ridership and the fastest travel time. I ride Amtrak 3-4 times a year between Atlanta and New York. I do this because I enjoy train travel and for environmental reasons. The biggest drawback to train travel on this route now is the frequent delay due to freight traffic. I believe that a dedicated line for passenger service must be a high priority. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I believe that the Greenfield route would be the best to help connect Athens to Atlanta as well as SC & NC | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | The green line that goes through Athens and makes a stop at gsp looks like the best option to me. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altant and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/21/2019 | Web Comment | It is my preference that it goes through Athens. The college students here would greatly appreciate the consideration and would use it frequently. Plus there currently is no fast mode of transportation from Athens to Atlanta, and this would greatly alleviate the current traffic. Several professors at UGA commute from Atlanta to Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I would love a high speed rail that goes through Athens to Atlanta! I drive to Atlanta for work from Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Please bring high-speed rail to Athens, Georgial Think of the students, football fans, and international visitors who'd travel between Athens and Atlanta, Athens and Charlotte, and the whole area and the benefits — economic and environmental — that would ensue. Although I'm worried about the loss of wetlands, etc., the amount of "diverted rides" and the potential Smillion riders diverted from cars really impressed me. Gridlock is spreading from Atlanta outward and investment in great options such as high speed rail are the only way forward. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in the Tier 2 study. |
| 10/21/2019 | Web Comment | Light rail options from Athens to Atlanta and Atlanta to Charlotte PLEASE | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEI5/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. This Project would be an intercity rail project. Light rail refers to urban rapid transit systems. |
| 10/21/2019 | Web Comment | Please consider the Greenfield route through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I believe this rail is a great idea to help with the travel time as well as traffic from Atlanta to Charlotte as well as the proposed stops in Athens and other cities. This will help alleviate game day traffic and bring a boost to the economy as well. It will also provide an easy route for those who live in Athens who work in Atlanta perhaps. I know I would use it as I don't drive and would love to be able to visit Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT |
| 10/21/2019 | Web Comment | Athens! Athens should be on the rail Atlanta to Charlotte! It should not follow the Crescent line, but open up new transportation opportunities to other communities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT |

| 10/21/2019 | Web Comment | I prefer the middle cost option - the Greenfield Corridor. Let's catch up with the world on train technology I | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/21/2019 | Web Comment | I would like the train to come through Athens, GA, with scheduled stops. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the act route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | As a longtime Athens resident, I am heavily in favor of the option taking the corridor through Athens. Connecting the flagship University of our state with Atlanta and Charlotte makes the most sense. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will remain a part of the project record and will be summarized in the FEIS/ROD. Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Please put the route through Athens, GA | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I highly prefer the Greenfield alternative as it would be the best option to connect multiple universities, GT, UGA, Clemson, etc. etc. The only way anyone will ride this line is if it is high speed, which is another reason the Greenfield option is the best alternative. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I would love to see a high speed rail go through Athens, GA. The presence of UGA along with many federal agencies with strong ties to Atlanta guarantees that a train would be highly used to transport between Athens and Atlanta. I have family in NC and would definitely prefer a train ride to driving on 85. :) | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I support the greenfield alternative. People in Athens have been clamoring for passenger rail to Atlanta for 25 years. If routed through Athens, it will reduce congestion and pollution along 316, 78 and I-85, as well as spur economic development by making travel between Athens and Atlanta much easier. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I really like the route that goes through Athens. It makes so much sense with UGA here. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I support the proposed rail line from Atlanta, through Athens, into Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/21/2019 | Web Comment | After reading the Charlotte Observer article on the different corridors that would connect us to Atlanta, I believe that the last option is the most feasible. Getting to Atlanta in about 2 hours seems ideal! I believe that there are countries in Europe that connect to other countries under the same amount of time. Why wouldn't two states be able to do the same thing? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/21/2019 | Web Comment | Ihere theoroughly researched the Attents to Chardets high speed of all initiative, and have done a fair amount of research into the Southeast High Speed Ball Conidor. I think the most logical conidor is the incremental Cancer Atternative. While the lower of the haves and the initigative list on haves a more synapses of the high speed rail initiative is to link cites together a faster speed than currently analysing, and the Southeast Cancer Atternative Southeast High speed rail initiative is to link cites together a faster speed than currently analysing, and the Southeast Cancer Atternative Southeast High speed rail initiative is to link cites together a faster speed the south the concernative analysing and the Southeast High speed rail initiative is to link cites together a faster speed to a south the souther together and the south Highly be fast any Additionally. Note down't compare with inplant truel. Finally, the indives the undit of the only alternative is faster than the disest than at and deviction and maintenance for the HS contridor to slightly lower [10-15%] than the costs for the foreenfield corridor is alternative and alternative. The HSS corridor is a simulation with a south Highly be fast any Additionally lower [10-15%] than the costs for the foreenfield corridor is alternative and alternative. Mink cancer and analysis the same. In the long ran, this marks that the Greenfield corridor could be profound as sources. The Greenfield corridor is to be fastest of the takes to arrive at the airport early, go through sourchy and collect baggage at the end of the fightly, the time to the source and a source faster and the interest the takes to arrive at the airport early, go through sourchy and collect baggage at the end of the fightly, the time to alternative should be needly and maintenance for a fightly by exect and fight and corridor. The biotex faster for early the source and the source faster and the electric takes to any the source and the source anorment and the discid calternative and t | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarise will also be provided on the project trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/21/2019 | Web Comment | A high speed rail between Athens and Atlanta would be great for both cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Prefer the greenfield line to activate 10 universities along the route, as well as towns like Athens, which the other routes do not touch. The Brain Train was championed by many during the prior decade and would connect the Atlanta University Center (Clark, Morehouse, Spellman), Georgia State, Georgia Tech, Agnes Scott, Emory University, Mercer's north Atlanta campus, Georgia Gwinnett and the University of Georgia. Small depots and stations already exist along the line at Emory as well as in Tucker, Norcross, Lawrenceville and Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I would like to see a line through Athens. I believe it would be used by those coming to the University of Georgia to school and those crowds coming to Athens for sporting events. It would ease the traffic congestion on highways between Athens and Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Please route through Athens. I will use the train 18-24 times per year. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT adsouth Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/21/2019 | Web Comment | As a business professional in northeast Georgia, the route via Athens Georgia makes the most sense and adds the most value. There is little gained by mimicking the 85 route. And there is little economic activity on the route north of 85. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/21/2019 | Web Comment | I fully support this project but would love to see the project include Athens, home of the state's flagship university, to link it to Atlanta, home to numerous other state and private universities. This would be a cheap alternative to government travel reimbursements to UGA employees and would stimulate greater cooperation between institutions. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I have lived in both Athens and Charlotte and I think the best option is the corridor running through Athens, GA. Athens is growing economically and this route would benefit the employment rate of all cities along the route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I think that the route through Athens would be the bestl Because of the University of Georgia we have lots of travel in and out of the town, but few ways to efficiently do so. The train through Athens would be a great boost and help reduce traffic problems, as well as connect one of the top research universities in the country to other major cities in the southeast. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | the route through Athens would create a higher-ed corridor connecting multiple universities in Atlanta with multiple universities in Athens. High tech and healthcare resources would also be united along this particular route option. The state of Georgia and the SE would benefit from economic development and quality of life through the higher ed, tech, and healthcare connections. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | "Greenfield Route" preferred - thanks much! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I think that the route through Athens is the best- so many students would benefit! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Would love to see the rail go through Athens, GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/21/2019 | Web Comment | As a resident of the Charlotte area, and a lover of train travel, I urge you to select the third option that creates a new corridor and allow speeds up to 220 mph between Charlotte and Atlanta. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FELS/ROD (refer to Section 2.1 in the FELS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FELS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/21/2019 | Web Comment | Green, through Athens ga | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Greenfield line has the most potential for use by linking to the airport AND Athens. It will be utilized by college kids too which will increase the yearly average revenue stream. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | The third option of having a high speed rail with speeds between 125 mph to 220 mph from Charlotte to Atlanta will be a great benefit for both cities and others as well. It's about time we catch up to other countries and their faster forms of transport | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains have lower operating and maintenance cost, are quiterer, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/21/2019 | Web Comment | As a resident of Athens, GA, I would love the Greenfield option. Having the train to through Athens would mean guaranteed business to and from Atlanta for UGA students and UGA sports game attendees. If only 1/20 of the attendees to the recent Notre Dame game took the train, that would still be 4,600 round-trip riders. Also, because the route from Athens to Atlanta is particularly slow (mostly small highways), the train would get more use than if it paralleled the interstate. People will pay extra for the convenience and speed of the train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I would love to see a rail corridor include Athens, Ga. Our large population of individuals who would need to be in DC for many professional reasons, plus our heavy percentage of individuals who can't afford to fly out of Atlanta or drive to Gainesville, GA to catch the Crescent would make the Greenfield route the preferred one to increase ridership the most. The Greenfield route would also pick up travelers from the Clemson University environs. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I enthusiastically support a high-speed rail coridor between Atlanta and DC. Having ridden the Crescent from Gainesville, GA to NO, I know how LONG it takes. My preference of fo the Greenfield route, as it will nit two important universities and generate considerable travel opportunities for less-well-off people who can't afford to fly from ATL or Greeneville, NC. Gaving traveled by rail all over Europe, it has always been a puzzle to me why America has such a shoddy passenger rail system. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Please pick the third option to create a new corridor at a cost of \$6.2 billion to \$8.4 billion and would get people to Atlanta in about s two hours. This is the most cost effective and efficient options of all the rail links | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requents, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/21/2019 | Web Comment | High speed rail to Charlotte should be strongly considered. The Greenfield route seems to be the smartest. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/21/2019 | Web Comment | 100% pro route #3 for the high speed rail creating a new corridor at 125-220mph. Would be amazing and solidly link CLT and ATL in terms of business and leisure. The possibilities and payoffs are endless. Stuck in CLT, hop on the High Speed train and catch a flight out of ATL or vice versa. People of ATL could high speed rail to CLT, rent a car and be in Asheville in approximately 4 hours! Business meetings in ATL or CLT are now day trips that don't involve an airline. Please make this happen. High speed rail from ATL to DC would be a game changer for the East Coast from business to tourism! Also high speed rail from CLT to RDU would be amazing. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | PLEASE find a way to move forward with the high speed train to Atlanta. It would be SO well-used, and such a wonderful alternative to the nightmare that driving I-85 currently is. My husband and I both are very supportive of this project. We prefer the Greenfield corridor, because it has the best travel time, and also accesses Athens, which would provide great ridership to and from the University of Georgia. We would highly recommend that you do not consider the Southern Crescent even though it's the cheapest, as it provides no better travel time than driving, thus eliminating one of the most attractive things about the rail alternative. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I am writing as an Atlanta native, born and raised, and current resident of Winston-Salem, NC, a city about an hour outside of Charlotte. I am unable to attend the public meeting happening in Charlotte due to lack of public transportation from Winston to Charlotte and the inability to leave work early and travel through heavy traffic during the hours necessary. I would like to state my support of this plan and would like to emphasize the need for such a railway. The Southeast lacks updated, modern, convenient, and accessable public trainsport ties and across the region. In my opinion, there's no acceptable reason why the Southeast can't and doesn't have a public railway system comparable to the Northeast's extensive public railway. Stemen I. would like to explicitly state my support of the Greenfield option, or a combination of both the Greenfield and the I-85 option. Specifically I would like to state the importance of having a stop in Athens, Ga. Thank you for this proposal. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | I would love an option that includes Athens, GA | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Please do option 3 the fastest train to Atlanta from Charlottel | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/21/2019 | Web Comment Web Comment | I think that the third option with the bullet train would be the most beneficial. If the train is no faster than driving, people will not see the incentive to use it. With the bullet train option, that argument is invalid. It also costs less. As cost projections are rarely accurate since anticipating every issue is impossible, starting lower is beneficial. Also, having the option of taking the train to places like DC is extremely attractive. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technolo |
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| 10/20/2019 | Web Comment | Please choose the Greenfield option | the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I would very much love to see the greenfield option happen. For my family and for the employees of multiple businesses I own and manage. I could see using this multiple times a week. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | Please support the route that goes through Athens. With the rapidly growing greater Athens area and the tens of thousands of students there, there is a huge base of potential customers. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | Railway support from Athens to atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | Thank you for the survey! I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. Thank you for the survey! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I believe the Greenfield route proposal would be the most beneficial. One large benefit would be connecting the University of Georgia to Metro Atlanta and Charlotte which will allow students to expand their internship and job opportunities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/20/2019 | Web Comment | l am in favor of Corridor between Athens and Charlotte | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/20/2019 | Web Comment | As a resident of the Athens area I support routing the train through the city. It would be excellent for the economic development of the city and would bring jobs and new businesses to the area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I support the track that goes through Athens, GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | It would appear that the third option listed. (A third option is to create a new corridor at a cost of \$6.2 billion to \$8.4 billion. It would whisk passengers along at 125 to 220 mph and get them to Atlanta in as little as two hours.) is the best. Even if we get no federal funding, the states should build this. What an attractive option for our citizens safe travel and for improving the environment. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarise will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance costs, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/20/2019 | Web Comment | Please build this railway corridor. I travel often for work and my company does business in Athens often. This requires the 1.5-2.5 (dependent on traffic) trip to ATL airport to be made weekly for myself as well as other company executives that simply hate the drive and waste of time/money in taking a day for commuting to the city. This provides Athens at a large economic disadvantage in comparison to many other cities in the south and causes my company to evaluate and reconsider our Athens operations on a yearly basis as it consumes so much additional travel time between major cities and airports. This railway would link major cities with smaller cities and bring economic opportunists and jobs to many people not just in the railway industry itself but in the ability to provide many companies an easier way to travel and move people around the surrounding communities without wasting time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | BUILD THE RAILROAD THROUGH ATHENS TO CHARLOTTE | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/20/2019 | Web Comment | High speed rail through Athens please. We have so many commuters to and from Atlanta for the university and games already. This just makes sense. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/20/2019 | Web Comment | "I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I'd be 1000% supportive of this project. It would bring more connectivity to the South, more job opportunities and travel possibilities. Not to mention the reduction in car traffic especially between Atlanta and Athens. I hope this project comes finally through after so many years of promises. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | The new corridor is the only option that will be universally successful because it's the only one that offers passengers significant time savings. The Crescent option or I-85 option do not save car riders any time, so car riders will not use the rail line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I fully support the high speed rail option that travels through Athens GA to make it's way northward. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I work in Raleigh, live in Charlotte, and my family lives in Atlanta. Connecting the top three southern cities where people can commute back and forth would increase the economy and lower barriers for all three cities. For this project to succeed, the commute time has to be significantly lowered, therefore, the portion I support is the 2 hour commute creating a new corridor at a cost of \$6.2 billion to \$8.4 billion. This is the clear winner, as the commute to cost ratio is a no brainer from amongst the three options. I clicked no to the meeting since at m in Raleigh during the week, however, if minutes are available I would love to access and review all documents. My information is from a GA newspaper. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I want to strongly voice my support for the high speed rail project connecting Charlotte and Atlanta. In particular, I support the third option (Greenfield) as it appears to be the fastest route that will see the most passengers. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I am writing as an Athenian unable to make it to the meeting Tuesday but I would like to express my support for the Greenfield option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/20/2019 | Web Comment | We would love the Greenfield corridor that includes Athens, Ga as a stop. My family has to drive to Atlanta often for doctor appointments and a high speed train option would be so welcome for us. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/20/2019 | Web Comment | Please select the green line that stops in Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | An option for transit from Athens to Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | Writing in support of the Greenfield option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Will remain equations, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain and the troject record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I like the green line option. Having a light rail that runs from Athens to Atlanta would be incredibly valuable to do many people. Airport trips, dinner dates, conventions, and job commutes would all be much easier. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT and South Carolina DDT and South Carolina DT and South Carolin |
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| 10/19/2019 | Web Comment | Athens should be on the route! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will require stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please add transit options to Greenville Athens and Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | I am in favor of high speed train lines connecting Atlanta to other major cities. The Greenfield line connecting with Athens would be particularly helpful for our family, because my husband commutes from Athens to Atlanta every day for work. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | As a resident of Lawrenceville and a student at the University of Georgia, I support the Greenfield corridor. I believe that it would be beneficial for future generations that attend the University of Georgia as well as help ease congestion on GA-316. The line would get a lot of use for Georgia football games and would help commuters from Gwinnett county get to Atlanta easier than bumper to bumper traffic. As lawrenceville is the seat of gwinnett, it makes since to run the line through the city. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Greenfield, please! It would be so terrific to have a new alternative, not already served by interstate or Amtrak! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEI5/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am a citizen of the state of North Carolina and my family is from Atlanta area. I routinely travel there at least two times per year. If this project were to be completed, we would likely travel back and forth several more times per year. This will be a massive boost to the economies of all states and would be the most significant improvement in transportation in the history of our country. Enough time has been spent trying to please everyone with the boondoggle of the NEPA process. We need to pick the greenfield alternative that it fastest and most useful and get started building immediately. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please build the Greenfield line through Athens, which is a regional tourist, music and sports attraction that would greatly benefit economically from additional transportation options. In addition, Athens-Clarke County has committed to transitioning to 100% Renewable Energy, making it a green flagship city for the southeastern region; therefore, providing this relatively clean and efficient mode of transportation would facilitate the implementation of one of Athens' goals, which is to reduce net carbon emissions generated from transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | South corridor preferred- through Athens and GSP airport | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I love the fastest option for routes. It would be a game changer in working along the east coast. I could easily live in Charlotte but work in Raleigh, or even Georgia. That is hugel It would also increase tourism in all of these areas. People would love to travel by train! People want to work all the time, or be doing something. In a train, they could sleep, read, socialize, or work. I think it's worth the tax dollars to build the best version of this. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | I am all for the Railway coming to Athens !! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | I have family in Charlotte and would use the high speed train a lot! If it stops in Athens, I imagine UGA students and fans would take advantage as well. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Would love to travel the Green route through Athens, GA, especially | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Would love the rail option that goes through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Greenfield | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I like the Greenfield line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I support the Greengield option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please do not leave Athens out of this high speed railway plan. It's a great idea and people in Athens would love to be able to be connected to Atlanta in this way. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be eveloped in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | I would like to see a reduction in traffic from Atlanta to Athens, and a fast alternative to driving from Athens to Charlotte. This would be well used during Football season and hopefully cut down on traffic. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | After reviewing the three options, I support the Greenfield option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am so very much in support of an Atlanta to Charlotte high speed rail coming through Athens. That would be wonderful and I would vote to fund it again and again. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses that croute into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | Please bring the green line through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I support the greenfield option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I'd prefer the rail line to go from the airport to Athens, GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please move the GREENFIELD option forward!! I would love for the rail to go through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | This would be a good thing for Athens and the surrounding areas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for hip-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | Please take this rail line through Athens, Georgia. This would make the otherwise terrible commute from Atlanta much better, and it would allow experts who live in Atlanta to teach more conveniently in Athens. In addition it would allow better transfer of people and talent between the CDC in Atlanta and the Vet School in Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please allow the train to come through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I'm a recent graduate from UGA, coming from Europe and now living in California before moving back to the East Coast next year. Connecting Atlanta to the state's flagship research institution in Athens via fast, reliable public transportation (as well as to economics hubs in NC/SC) is the best option by far. In particular given that Athens is NOT located on I-85 (unlike Commerce), this link would be strategically enormously valuable. For UGA student/faculty recruitment it would change the calculus for the better by a significant margin, especially for international students and out-of- state prospective Bulldawgs, especially in enabling a direct and easy connection to two major airports. It would also take the load off of strained Route 316 and routes leading north up to I-85 from Athens, saving dozens of lives annually, and easing traffic flowing into I-85/285 during peak. It would also create a tangible impact for supporters of Athens and Atlanta sports, making transportation from city to city (especially after members of a group have been drinking) both easier and less risky. Candidly I think all of these are great options and it would be great to see more rail in Georgia, period. However, while it would undeniably be a boost to Commerce or Gainesville to be on the route, for Athens/UGA to keep growing into a role as a secondary urban economic hub role for the state, a rail link to ATL and NC/SC is increasingly essential. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfeld Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I'd like to express my enthusiasm for the corridor option that includes running the railway through Athens, GA. I think it would be fantastic not only for our community but for others as well. I'd be happy to use it as a transportation option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | The high speed rail to Atlanta is an amazing idea that absolutely needs to be pursued! The new, highest speed corridor should be the only option, as it makes no sense to invest in an outdated and slow Amtrak route that doesn't get people to their destination any faster than driving and would undoubtedly be plagued by the same problems as the Northeast corridor | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | in areas beyond their immediate area of residence. I also have friends and family in Clemson and Anderson and Greenville so I would love a travel option to get there and back easily. | Thank you for your support. A Preterred Alternative has been identified in the FEJS/RDD (refer to Section 2.1 in the FEJS/RDD) and it is for high-speed rail with frequent service operating on dedicated tracks without atl-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | of Greenville to have a rail connection from Athens to the Greenville airport; lots of UGA travel could go through there. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/19/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please choose the route that goes through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remaine a part of the project record and will be eveloped in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | travel, this would make visiting both Atlanta AND cities throughout the Carolinas more accessible and cost effective. The Greenfield path (or I guess anything through Athens) has my vote! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | tens of thousands of people who clog up the highway at times such as football game days who would benefit from such a railway. Athens suffers from horrendous traffic issues, and a railway would do so much good for the city as a whole. Please consider choosing the route option that will | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | make it easier to see family (in atlanta), create more job opportunities to me, create more hiring opportunities to my employer (and to UGA!). Currently, the commute between the two cities is unreasonable; this could fix that. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | Greenfield all day. If North of 85 shows more need, then please connect Athens to the new line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | I think the route through Athens would generate a LOT of use from students at UGA without cars/out of state. Additionally, Athens is a fast growing and expanding city. I wouldn't miss out on the opportunity to have a station in Athens or wait on it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Although I am not able to attend the meeting regarding the high-speed rail, I want to emphasize my support and desire for the Atlanta to Charlotte route. As an Athens citizen, I would frequently use the train to Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Greenfield is the most useful proposal. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am writing as an Athens citizen unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary, but I would like to explicitly express support for the proposed Atlanta-Charlotte railway, including the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Full support of the Greenfield Corridor, there are so many students, alumni, and visitors that would love to easily travel between Athens and Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I strongly support the Greenfield corridor using electric trains to connect Atlanta to Charlotte via Athens. The city is host to the state's flagship university (UGA), and is quickly developing a home for small businesses, technology start-ups, and research incubators as part of the innovation district. It's also home to museums, outdoor recreation, performance venues, and athletic events. This rail line would decrease impact of vehicle traffic while increasing the city's profile and connection people across to the state and region. We want and need this train! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 ElS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |

| 10/19/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/19/2019 | Web Comment | I think the Greenfield corridor option that includes Athens in the journey from Atlanta to Charlotte should move forward. I think this would benefit the students of UGA in terms of opening up an easier connection to another major city with employers, it has the potential to improve the local Athens economy by giving people easier access to higher paying jobs in Atlanta without needing a car to commute, and would open up Athens to both easier commerce and tourism. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Greenway alternative makes most sense to me - Athens needs to be on the route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to responsibilities during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. I live in Athens and work in Atlanta, as do many here. Public transportation increases between Athens and Atlanta with no detriment to the overall route end would most benefit the largest number of people. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | we have needed train service between ath and atl for a long time, and it has been proposed in a number of different formats (eg. the "brain train") the addition of train service near the athens area would be a boon to those of us who travel frequently for university business and eliminate the frequent need to drive into atlanta either in a shuttle or single car, hopefully reducing atlanta traffic. this would also go a long way towards encouraging folks in atlens to even consider visitng atlanta (as it stands now, i have only been to atlanta to get to the airport in 15 years) for the other things the city has to offer, not to mention going north and visitng other cities on the line. please make this happen. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Would love high speed rail through Athens to Charlotte & Atl!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I would like the Greenfield option to go through to provide public transit to Atlanta from Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | I am in favor of high speed rail between Charlotte and Atlanta using the corridor that would allow the highest speeds (220 mph). This is an importan investment. Getting as many cars off the road as possible will prevent more negative climate change | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
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| 10/19/2019 | Web Comment | I would love to see the Greenfield route as an option. As a resident of Athens, GA, we would use this route often to visit Atlanta for work, recreation and also to fly from the airport. I can also see us using it in the Eastern direction as well. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | While I think the overall concept is a good idea, the green line is the best alternate for achieving this goal while spreading out the congestion (move away from the 85 corridor!). Land acquisition will likely be easier along the green route. There are already too many warehouses concentrated along 85 & the truck traffic is ridiculous. Adding ANYTHING else along 85 would be grossly irresponsible. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I am sure you have heard from many other Athenians hoping for high-speed rail to Atlanta. This has been badly needed for a long time; highway 316 is clogged and dangerous, with many lights and intersections; Highway 85 skipped us; Atlanta traffic is paralyzing no matter where you are coming from. The state seems to have given up trying to solve the problem, which only gets worse every year, and it has been years since we have seen a proposal. The proposed Greenfield line would be a huge boon to both cities. Many Athenians including myself would also use it to go to Greenville or even to Charlotte if an easy alternative to the Atlanta airport became an option. From reading the documents and the executive summary, the Greenfield line seems to make the most sense—the Crescent line is cheaper, but it doesn't really do what we'd want from a high-speed rail in terms of performance, and it has the high social and environmental justice impacts that are not what we need in Georgia now. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alds os support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | GREENFIELD | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I live in Watkinsville and am writing to support a high speed rail project connecting Atlanta to Charlotte and would explicitly support the option to link Athens to the rail line (southern route). This would be a transformative option and would also allow tens of thousands of college students and local Athens-area citizens to more easily travel throughout the region. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | growth. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support his Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
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| 10/19/2019 | Web Comment | We support rail through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I would love for a train/subway to go from Atlanta to Athens. It would be really helpful. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please include Athens as stop. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requeries, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Please make a stop in Athens. We would love this. We have family in Charlotte. It would be a great way to go. We love riding trains. Thanks! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I support the Greenfield Plan for this railway | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Athens really needs to be on the rail system. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | I am in support of the greenfield line due to the speed of operation. I think that is by far the most important aspect when choosing a corridor. Most people will be looking to travel from Charlotte to Atlanta so the intervening stops are of relatively less importance. This needs to be electric to achieve top speeds. If done well and with an eye towards the best technology and speed, this could have immense economic impact for the region | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarise will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
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| 10/19/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please take the path that cuts through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | I just want to echo the support of Im sure many others of the Greenfield option. Connecting the city of Athens to the city of Atlanta as well as being the only option with a dedicated high speed electric option means this is seems to be the clear winner when it comes to utility and and public good. Hope this is the route that is chosen. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/19/2019 | Web Comment | Hi, I'd like the Greenfield option going forward. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | EVERYONE PLEASE TAKE A MOMENT TO FILL OUT THIS PUBLIC COMMENT FORM: https://www.surveymonkey.com/r/AtlCha19 1 am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Please take the path that cuts through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/19/2019 | Web Comment | Please choose greenfield option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Please have the high speed railway from Atlanta to Charlotte go through Athens! (Via the Greenfield route) | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Please consider the high speed train from ATL - Charlotte going through AthensI As someone who grew up in NYC, I can say that this will easily attract not only thousands of UGA students but countless others in need of a transit system like this as well. This would be incredible! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/RDD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Green line! We need a train through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the Greenfield option, as it has the shortest travel time and hits the major mid points between Atlanta and Charlotte, and gives Athens, GA a much needed public high speed transportation option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/RDD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | l would LOVE a railway to Atlanta! Most UGA students l know would use it like crazy. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the Greenfield line and would encourage the GDOT to build this line, as it would provide an easy access for hundreds of thousands of people traveling to and from Athens, GA every year, as well as providing simple access from the State's Capitol to the State's flagship institution of higher education. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I greatly support the idea of having a high speed railway go through Athens and I just wanted to voice my support! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I would like the Greenfield option! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | The gross lack of public transportation options connecting Athens and the University of Georgia (our flagship institution, I might add) to the rest of the state and country is shocking and extremely problematic for a miriad of social and economic reasons. As such, I unequivocally support the Greenfield plan for its great potential to remove barriers to traveling to and from Athens, as well as increase its accessibility to the Atlanta metro area, other nearby cities, and beyond. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Greenfield option please! Athens is the busiest hub in northeast GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I should have probably included in my previous comment that the Greenfield route would be my preference, but any Atlanta Approach that goes through Lawrenceville would be amazing. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I think this going through Athens is a great idea! It gives the students more accessibility and more travel options and I think it would raise revenue in all stop locations. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Going through Athens is an incredibly exciting option for high speed rail | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Writing in my support for the route option through Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I cannot make it to the public meeting but I strong support the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEI5/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I'm writing to express my desire for the Greenfield option - particularly, that I would like to see it implemented. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | | This would be amazing, especially if it ran through Athens too. Could reduce drunk driving, give folks access to experiences in other cities, reduce | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/18/2019 | Web Comment | game day traffic etc. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I'd like to support the Greenfield alternative | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | It would be so economically beneficial to have a train stop in through Athens on the way to Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I would prefer it follow the CSX line through Lawrenceville, then Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. This would greatly improve quality of like for many of our underserved here in Athens and provide an extremely valuable mode of transportation to reduce significant traffic during UGA home games. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am an Athens, GA resident who would love to see the GREENFIELD railway route implemented. I moved from Atlanta to Athens to attend UGA, and stayed in Athens after graduation, now working at UGA. It would be incredible to have Athens be a stop on the railway between Atlanta and Charlotte. I am unable to attend the meeting to express my support for the GREENFIELD line in person. Thank you for your consideration! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I would love it if the GREENFIELD option would go forward. Although I would support this project regardless of the alternative selected. Alternative transit is so important and this is a great idea! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Athens please! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Greenfield route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I support the rail line going through Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing to express strong support for the high-speed Atlanta-Charlotte rail proposal and explicitly for the Greenfield option to include Athens! North Georgia desperately needs public transportation, and the Southeast in general needs more rail options. Please give us the rail and include the Greenfield option! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Would be amazing if we had transportation from ATL to AThens to Greenville to Charlotte. My dad always said Atlanta would go all the way to Charlotte one day. Make it happen. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | The Greenfield option is the way to go | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | It would be great to have the Greenfield route connect Athens, GA to both Atlanta and Charlotte! It would be a great way to decongest the highway and find a more environmentally friendly alternative. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | | Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/RDD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Green route through Athens, please! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I love the idea of the high speed rail! The third option seems like the best all around, medium price and the highest speed. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the Greenfield option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am hoping that the railway is put in to include Athens GA!!! We need a rail connection! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | The highspeed rail line that connects Athens with Atlanta and beyond has been a wish of mine since moving to Georgia. I would love to take in events in ATL - soccer games, theater, restaurants, museums - but battling the traffic and struggling with parking makes this a rare occurrence. Being able to take the train to the ATL airport would also be so much more convenient! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Please send the high speed rail through Athens! It is such an event to get back and forth to Atlanta, especially when you're just going to fly. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and terrible traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Please run through Athens! The Greenfield option would be great | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I like the 6.2 to 8.4 Billion dollar plan for a high speed rail. Seems like you get the most bang for your buck and the most potential passengers using this. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | The route needs to come through or near Athens. As the largest university in GA, it will ensure regular use and increased ridership. This allows airport access for those that need to fly, and if the route extends up the east coast, travel options for students from out of state. Your website did not work well on mobile which is how many people will try to access it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I live outside of Athens and travel to Atlanta regularly. I support a better, faster, more ecological approach to travel in this region. I can't support this project more. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I would like the Greenfield option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I would like to explicitly express support for the GREENFIELD option. This high speed rail could do wonders for Georgia's economy. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I'm all in for the Greenfields route for high speed rail that passes through Athens, GA. This new route would connect disconnected areas to train transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lack of public transportation and obscene traffic during the travel hours necessary. I would like to explicitly express support for the GREENFIELD option. I am for ANY public transportation we can now build. We must give people options for travel. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Development. All comments segarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the greenfield option for rail service between Atlanta. Athens is an important destination — the University of Georgia is here. We would love to leave our cars at home and take a train to other cities. Please build this rail line through Athens. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | The Greenville option that routers through Athens would allow people to access jobs and healthcare in Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I prefer the Greenfield option because it is the quickest of all three options and therefore has the potential of securing the greatest number of passengers. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Please choose the train line from atl to Charlotte that goes through Athens. Athens could bring a lot of passengers to the train. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| Web Comment | Option 3 for CLT to ATL transport seems like a good plan for travelers! | Thank you for your support. A Preferred Alternative has been identified in the FEI/ROD (refer to Section 2.1 in the FEI/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEI/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Web Comment | I would like the Greenfield option to go forward! Connect Athens to ATL and Charlotte! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | The Greenfield corridor would be so amazing! Don't do the I-85 route, there's plenty of interstate there already. A train through Athens would be absolutely incredible for the Athens economy and UGA community. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will requencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Web Comment | I would like the Greenfield option to move forward. Also the amount of traffic a high speed rail connecting Athens to Atlanta would reduce is substantial. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | I like the Greenfield option for the high speed rail | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Web Comment | Can't attend the meeting in Charlotte on the proposed rail to Atlanta but I'm very much in favor of a high speed rail between DC and Atlanta. I would be in favor of the route that is the fastest. We have other trains that can do more "local" stops but we need high speed to compete with air travel and give travelers more options. Europe and the UK and Japan have great high speed rail. We should too regardless of cost. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Web Comment | I would like to support the Greenfield railroad option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Web Comment | I would like the Greenfield option that goes through Athens. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Web Comment | As an Athens resident, I would greatly appreciate the option to commute to Atlanta by rail, and I know many others who would as well. If the Greenfield option creates that possibility, then I support it wholeheartedly. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Web Comment | Greenfield option be great for Athens, GA | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | Comment Web | Web Travel and give travelers more options. Europe and the UK and Japan have great high speed rail. We should too regardless of cost. Web I would like to support the Greenfield railroad option Web I an writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but i would like to explicitly express support for the GREENFELD option. Web I would like the Greenfield option that goes through Athens. Thank you! Web I would like the Greenfield option that goes through Athens. Thank you! Web Greenfield option creates that possibility, then I support it wholeheartedy. Web Tam writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but i would like to explicitly express support for the GREENFIELD option. Web Greenfield option creates that possibility, then I support it wholeheartedy. Web Greenfield option be great for Athens, GA Web Greenfield option be great for Athens, GA Web As a former testle industry business owner. I have ridden many miles in all the proposed corridors. I recommend the Greenfield Corridor which could take advantage of flatter, more open and cheoper land that is ideal for future residential or busines; without impacting the environmental and wate quality sensity of the momutain regon. Recent grewth for Greenfield Corridors. I necomment the Greenfield Corridor |

| 10/18/2019 | Web Comment | Please, please approve the Greenwood alternative. It would change so many lives. Imagine being able to live in Atlanta and attend UGA; or being able to live in Athens and work in Atlanta; or being able to take the train to a concert, to a football game, to get care at Emory or to attend a conference. Imagine not having to be excluded from all these things if you can't drive (or can't handle 12 lanes of high-speed traffic). Imagine the decrease in traffic injuries and fatalities (did you know transit is 10x safer than driving?). Imagine the improvement in air quality. I live in Athens and work full-time so I'm not able to attend any of the public meetings—but it doesn't mean I'm not deeply, passionately supportive of this project. | Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Recommend Greenfield Corridor - based on ridership estimate and time of travel | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altant and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Choose option 3. It would get there sooner and potentially have more customers | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | As an Athenian, I strongly support the GREENFIELD route for the high speed rail. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I completely support the creation of this rail system and would use it every day. It would lead to great economic benefits for Athens and Northeast Georgia. Atlanta businesses would also be able to tap into a highly educated market with many college-educated professionals. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | As someone who loves traveling across Georgia and the Carolinas, I think this is an excellent plan, and as a graduate of UGA in Athens I think in particular the route through Athens is the best; it provides an alternative to game day traffic, a way for students to travel between their family homes in Atlanta and school in Athens, and Athens is all around a beautiful place to visit and I believe a rail through there would attract a lot of visitors and revenue for Georgia. Personally I would take the rail all the time just to visit Athens from Atlanta, I would save so much on gas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | A high speed rail stop in Athens would be a huge boon for us! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | To the GDOT: I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. Thank you, Timothy Moore | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | "I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option." | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I would like to express my support for the Greenfield option through Athens. I was a supporter of the "Brain Train" concept from years ago, connecting The University of Georgia with Ga Tech and Emory University as well as the Atlanta business community. Please choose the Greenfield Route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Response to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as a UGA student unable to make it to the open house meeting Tuesday due to lacking public transportation but I would like to explicitly express support for the GREENFIELD option. Not only would this benefit UGA students, but the Athens community as a whole. Getting to the airport currently in Atlanta from Athens or vice-versa is currently a hard task and would be much easier with this. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support high speed rail between Atlanta and Charlotte. The route that attracts the most riders is the one to build. Since Atlanta is at the end of the Southeast corridor, the fastest one is the best for Atlanta. It happens that this route would attract the most riders as well. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | "I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option." | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I am strongly in favor of the Greenfield route that runs through Athens. I feel with the university this route would get a great deal of use. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I love the idea of a high speed rail and think the Greenfield option would be the best for the area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | from Hamburg to Copenhagen was also amazing. We currently do not utilize the crescent because Gainesville is too far from Athens for it to be a useful mass transit option (and let's face it, the Crescent is WAY too slow.) Put rail corridors where the people are and want to go. The Greenfield corridor provides the most utility out of the proposed corridors. If we were talking about another slow-mover with many stops like the Crescent, the | Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on |
| 10/18/2019 | Web Comment | I strongly support choosing the Greenfield route that goes through Athens. Athens has a large student population and public transit is already widely liked and used. If the route goes through Athens, it will be used and effective. Additionally it could do a lot to reduce Game day traffic which is a huge burden Thank you! Go Dawgs! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Yes!!!!, I would support this fully and opt for route option #3 around \$6.2B yielding fastest times and most passengers. Thank you for conducting this environmental study and receiving public comment. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/18/2019 | Web Comment | EVERYONE PLEASE TAKE A MOMENT TO FILL OUT THIS PUBLIC COMMENT FORM: https://www.surveymonkey.com/r/AtlCha19 In the comments concerns box feel free to simply copy this statement: "I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lack of transportation and the time necessary to travel but I would like to explicitly express support for the GREENFIELD option. Athens needs this option so much! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | The Greenfield route through Athens would be a life changing advantage for many Athenians. Being about to commute between Athens and Atlanta via commuter train would provide unprecedented access to Atlanta for the citizens of Athens. It would also upon up routes of travel to the northern corridor that I never thought would be possible as a citizen of Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altatna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Please make this go through Athens. This is a wonderful project idea! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I live in Athens and it's too far to go to attend the open house but it would be amazing and so useful to have high speed rail from Atlanta to Charlotte and through Athens I support the greenfield plan as the fastest but still less expensive option. Please do this, it's been talked about for years and years and would greatly benefit the community. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and Support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I would like to see the light rail come through athens ga. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | The Greenfield option seems the least problematic. And it would include Athens, the home of a major university. Athens is now isolated due to conservative politics, including gerrymandering. Georgia will not remain rural for long and we must think of future modes of transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I am writing as an UGA student unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I would like to explicitly express support for the GREENFIELD option for the proposed high speed rail option from Atlanta to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. will requine, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as a Gwinnett citizen unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alds support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an UGA student unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary, but I would like to explicitly express support for the GREENFIELD option. Thanks! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am thrilled by the idea of high speed rail that would extend between Atlanta and Athens (and then to Greenville and Charlotte). There are so many ways in which this would benefit the Athens community and beyond. In addition to the numerous visitors the university sees every year, there is also a more transportation-challenged population that could really benefit from reliable transportation to Atlanta and surrounding areas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT and South Carolina DT and South Carolina |
| 10/18/2019 | Web Comment | I would like to endorse the Greenfield corridor option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Development. All comments regarding Preferred Alternative under the receiver and will be eveloped in further stages of Project Development. All comments regarding Preferred Alternatives will remain and the toroject record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | l express support for the Greenfield option. That will change a lot of lives here in Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | Please consider the green route through Athens. I am elderly and rarely go to Atlanta alone. We have been promised a rail line for years, but it has never materialized. I cannot attend meetings in Atlanta, but with a rail line Atlanta would be more accessible for many of us. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | i cannot make it to planning meetings, but support the Greenfield option which would transform not only long distance travel, but also travel between Atlanta and Athens, 2 major hubs of intellectual and economic activity kept separate by extreme traffic and lack of public transport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an UGA student unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I don't live in Athens, but my husband works in Athens and I'm often in Athens for work and personal reasons. We live just outside of Athens. We are unable to make it to the open house meeting Tuesday due to obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | Come through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the greenfeld option for the high speed train initiative. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am in favor of the Greenfield option. Having rail service in Athens, Georgia, would revolutionize the transportation opportunities in the area. We have a dearth of public transit and this would make a huge difference for us. I am unable to attend the meeting. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I would like to show support for the Greenland plan that goes through Athens as a way to provide college students an environmentally friendly way to travel without congesting roadways. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I am writing as an UGA student unable to make it to the open house meeting Tuesday but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as a citizen of the Athens area unable to make it to the open house meeting Tuesday due to lack of public transportation and obscene traffic during the travel hours necessary - but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald so support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as a citizen of Monroe, Georgia and employee in Athens, Georgia, unable to make it to the open house meeting Tuesday in Atlanta due to rush-hour traffic and lack of public transportation during the travel hours necessary to attend the event. However, I would like to explicitly express support for the extension of the Southeast High-Speed Rail (SEHSR) from Charlotte to Atlanta "GREENFIELD" option. This would benefit residents and work commuters in many communities throughout Georgia, as well as South and North Carolina. We have long-time friends in Charlotte that grew up with us in Athens, Georgia, and they do a lot of driving back and forth to visit family and friends. Both of our families would use this public transportation option frequently. Thank you for your consideration of this project. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the Greenfield route that goes through Athens. An Atlanta to Athens high speed rail project has been talked about for many years. Please make it a reality. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I support the GREENFIELD option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am unable to attend the public meeting but would like to provide input regarding the rail route options for the proposed Atlanta to Charlotte line. Providing a connection between Atlanta and Athens would be a brilliant choice. Our University is among the top in the nation and it would behoove the city AND state to create an alternative way to travel to Athens. I would implore the committee to select the Greenfield Corridor. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I am an Emory student unable to make it to the meeting on Tuesday due to classes but would like to explicitly express support for the greenfield option. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I believe the Greenfield option is the most economical and provides a needed alternative for Athens-Atlanta and Athens-Carolinas transportation. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an UGA student unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I highly support this as someone who lives in Atlanta and often visits family and friends in Athens, Ga. The railway would make it so much easier. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | We need this! Traffic to ATL from Athens is bad at times. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an UGA student unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FIS/ROD. Resonses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I think the Greenfield Line will provide the most access through Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to the lack of public transportation and the traffic conditions during the relevant hours. However, partly because of those realities, I would like to explicitly express my strong support for the Greenfield option. Anyone who has traveled in Europe knows what a huge boon high speed rail is when it links up major cities, it is an example that we would do well to follow here, and the Greenfield option is clearly the most logical and beneficial of the alternatives available. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I am writing as an UGA staff member unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary, but I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am unable to attend the public open house on Tuesday but I strongly support this plan in general and the Greenfield option in particular. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I would love to see this have a stop in Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an UGA student unable to make it to the open house meeting Tuesday due to traffic during the travel hours necessary but I would like to explicitly express support for any option of the high-speed Atlanta-Charlotte railway. As a student from Atlanta relocating to Charlotte, I am passionate about this and am excited about the possibility of easier transportation from Atlanta to Charlotte! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and graduate student requirements. My partner lives in Athens with me but works in Atlanta, requiring obscene amounts of travel by car in order to facilitate his earnings and my education. This is a situation for many other citizens in Athens and Atlanta. I would like to explicitly express support for the GREENFIELD option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary. I would like to explicitly express support for the GREENFIELD option. This rail would change a lot of people's lives and give people numerous options for transportation. I have lived in Athens for 7 years and a rail line to Atlanta would have been incredibly convenient. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | We need high speed rail through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | | I am writing as an Athens resident unable to make it to the open house meeting Tuesday due to lacking public transportation and obscene traffic | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/18/2019 | Web Comment | I am writing as an Athens resident unable to make it to the open house meeting Juesday due to lacking public transportation and obscene transc during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. | Inank you for your support. A Preferred Alternative has been identified in the FLS/ROU (Ferr to Section 2.1 in the FLS/ROU) and it is for high-speed rail with frequent service operating on dedicated tracks without a largrade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FELS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I am a UGA student and would like to encourage building a train on the path through Athens (green) | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I would like to support the Greenfield option that goes through Athens. Athens is the largest town between Atlanta and Greenville. It also contains the University of Georgia so should be on the rail line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I think that the initiative to develop high-speed rail between Atlanta and Charlotte is excellent and will have significant transit, environmental, health and safety, cultural, and economic benefits for the region. That said, I think that it is incredibly important the a route be chosen that serves Athens, GA as an intermediary stop. As a major population center, as well as academic and cultural hub, I believe that it would be a huge loss to the Athens community, to the tens of thousands that commute between Athens and Atlanta regularly, and the the greater Georgia political and economic community if Athens is not included along the constructed route. For this reason, I want to register to voice my strong support for the Greenfield route option! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I am writing as an Athenian unable to make it to the open house meeting on Tuesday due to lacking public transportation and obscene traffic during the travel hours necessary but I would like to explicitly express support for the GREENFIELD option. We desperately need transportation alternatives (preferably passenger rail) between Athens and Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/18/2019 | Web Comment | I believe the fastest Charlotte to Atlanta corridor should be considered. I live near the Gaston County line, and every weekend I-85 is backed up as early as 3:00 with the traffic headed to Atlanta for the weekend. Traffic between the two cities would definitely benefit from the faster alternative. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | The option through athens would be the most ideal and give the most benefit to all, especially college students that would now have a way to get to atlanta without a car. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I believe the Greenfield route is the best route between CHARLOTTE and Atlanta as it is the fastest and the majority of people traveling will be from Charlotte or Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/17/2019 | Web Comment | I think the greenfield option is the best balance between price and service. It also provides lots of potential for TOD | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | I'd love a train from atlanta to Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the ster route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | A passsenger rail option to Athens (which has a decent public transit system) would bolster the ties between that somewhat removed part of the metro area and its university to Atlanta proper. Other cities along the Crescent line are closer to the cores of their respective metro areas | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | Go through Athens! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | The Athens connection would be very useful. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | I strongly support the greenfield alternative as it supports much better travel times and potentially more trips per day. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | Greenfield route appears to be the best balance of cost, speed and access. This is a very important route, it needs to be built yesterday. I would use it regularly. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | JUST BUILD THE DAMIN TRAINS. We need more transportation options, and connecting the piedmont region via passenger train will do tremendous things for the economy of all cities involved. I would prefer the Greenfield option, as including the city of Athens and the University of Georgia along the line would be important to the state, but realistically any option would be better than the current transportation infrastructure in the southeast US | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/14/2019 | Web Comment | Only way i see this charlotte to atlanta mode if transport working is if its quick. Limited regional stops. With wait times similar to air travel, and approximate driving time door to door of 4 hours, the end to end of 2 hours is really the only one that makes sense. Therefore, Greenfield with electric dedicated track is the solution, or just a waste of time and money. Please bring the rail through Athens, GAI It'd be a huge boon to our community and the economy of both Athens and Atlanta! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of p |
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| | | I am in full support of a passenger rail line that goes through Athens, GA and connects Charlotte to the northeast and Atlanta to the southwest. I | Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 10/12/2019 | Web Comment | have been waiting for this to happen for 25 years! | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/11/2019 | Web Comment | Hello. I am writing to indicate my support for the Greenfield approach. I need to travel from Washington DC to Athens fairly often through out the year and direct passenger rail would be an wonderful alternative. In addition, I have many friends and family that commute directly from Athens to Atlanta for work and this would greatly relieve the traffic burden. Further, I would like to add that I strongly support the use of electric over diesel wherever practicable, to reduce the reliance on fossil fuels. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| | Written Comment | These public meeting are very valuable, and I hope there will be more. I strongly support the high-speed rail transportation and connecting regional | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | cities without needing an automobile. Out of the various corridors, I support the Greenfield corridor the most. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| | Written Comment | I like the Greenfield alternative the best because there are less curves and more potential for an electric train. Electric trains don't pollute the air and it would have a high impact on bus, car, and plane use, which do pollute the air. I feel like it would be best for the environment. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| Written Comment | After looking over the current environmental impact study the Greenfield option makes the most sense to me. I really would support the expansion of high-speed rail from Atlanta to Charlotte, perferably using electric power. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
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| Written Comment | Out of the 3 links the Greenfield seems like the best option. It can travel at the highest speeds, is lower cost than the I-85 line, and impacts more commuters/traviers than the Southern Crescent line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | As a Charlotte native, USA Grad, and Atlanta redsident I would love to see the Greenfield alternative. I am painfully familiar with I-85 and it's horrible. A high-speed rail is a green way to bring the southeast into the 21st century. Europe has proven a railway system is effective and will be well used. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternative, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Alternation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | I think it'd be great to connect any high speed rail through Athens. Key will be how populated this can be by 2050 - with 30 years of transportation impacts from ever-growing population, it will be important to markget this also as a commuter alternative - Athens to Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FLS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | I support the Greenfield Corridor alternative throug Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the EJS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DD T als Outh Carolina DD T also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
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| Written Comment | I am deeply in support of electric Bellena trains for environmental reasons. I also support a route that passes through Athens and Dacula. Thank you The Greenfield corridor seems to be the best Alternative. It combines lower cost, less infrastructure/city impacts, and provides the fastest route with the most revenue. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | This project should move forward. Either the Greenfield or I-85 corridor alternatives shold be used with electric trains on dedicated tracks. Of these two, the Greenfield alternative seems the better corridor alternative because it is a lower capital cost than the I-85 corridor alternative. It has greater projected ridership, and it serves GSP international airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternative, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatnatian do ronfirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald so support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| Written Comment | Preferred Alternative = Greenfield. Good start to this endeavour. I'm very excited to see this type of discussion and serious study devoted to HSR in the USA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatnatian of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald so support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | As a resident of Charlotte without an automobile I'm excited about the aspect of traveling across the southeast at a reasonable convenience. I think that individuals in urban areas are likely to use this service more than rural areas, and making the travel time better or comparable to driving will bekey to boosting ridership. I think the Greenfield option is superior on these fronts. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | Forget Crescent; Greenfield is best. You'll have to resist a lot of political pressure to include more stops - hang tough. Greenfield is more expensive - no problem, this is building for the future. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Written Comment | Greenfield seems to be the biggest bang for the buck and makes best use of current/future technologies. Please look at purchasing enough corridor ROW to include room/planning for a multi-use path/greenway like east coast greenway. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| Writt Comn | iment I | Firstly, congratulations on getting this far, this is very encouraging. Do not even bother with the Southern Crescent. It is the cheapest alternative and also the least useful. 20th century technology. The Greenfield option is th emost attractive considering cost, ridership, technology and speed. By the time such a project a implemented, it has to be with new technology and try to compete with other regions of the country and world. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| Writt Comn | iment | I-85 route is too pricey so I vote "no." I advocate for any project that best creates private company ineterst. I'd like the Crescent corridor to have higher frequencies and factor in connecting to Piedmont Corridor service. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altarnative. TeA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Writt Comn | iment | The Greenfield Alternative makes the most sense, considering cost and speed. If this is going to happen let's be bold! Using the existing rail for the Southern Crescent Alternative doesn't seem to gain anything since speed would be so limited. The I-85 alternative is way more expensive. Go green! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Writt Comr | ten | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Writt | ten | Greenfield route is best. If you're going to do a project of this magnitude be bold and get in the 21st century with truly high speed rail. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | Based on information presented prefer the Greenfield line. | |
| Writt Comn | tten Iment | With the stated purpose and need, the Greenfield route is the most beneficial. With this benefit and the revenue/O&M cost, it seems the easiest to service supporters to finance. A close second choice would be the I-85 corridor. The benefit of this is that he public awareness would be greater once implemented due to the proximity of those commuting by automobile. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| Writt Comn | | | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | 0 | Go for green route - fast/cost ok | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| Writt Comn | iment | The green option seems the best one to me. 220 mph best, speed, connect the most populated areas and is "cheaper" to build than the red one. Way to go! | Thank you to you support A reference Anelineta in definite in the IS/NO (refer to Section 2.1 in the TES/NO) reserves and the stort ingregate and with the Section 2.1 inter TES/NO (refer to Section 2.1 inter TES/NO) reserves and the stort ingregate in a with the Section 2.1 inter TES/NO (refer to Section 2.1 inter TES/NO) reserves and the stort ingregate inter a work of the Section 2.1 inter TES/NO (refer to Section 2.1 inter TES/NO) reserves and the Section 2.1 inter TES/NO (refer to Section 2.1 inter TES/NO) reserves and the Section 2.1 inter TES/NO (refer to Section 2.1 inter TES/NO) reserves and the Section 2.1 inter 3.1 inter 2.1 inter 3.1 int |
| Writt Comn | nment | I like the Greenfield alternative - we should maximize ridership. I really want to see this happen in Greenville. Greenville should be included. It would make life easier for my family and cut down on pollution. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | | Greenline - fastest travel time, least cost, plus redundancy for frequent line. | |
| | Written Comment | I think that the Greenfield alternative has many cost related and economic development benefits that should be considered. I strongly support this as the best alternative. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative. The domination of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | The Greenfield route should be chosen for the following reasons: More affordable route, less development in the area to have to build around; the area south of I-85 will be the high growth population areas over the next 50 years, prime area for urban village, economic generator around the few upstate stations, more opportunities to connect with high population areas and accessibilty by all of the upstate. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Court Reporter | I feel like this is a great opportunity for not just Atlanta but the entire Southeast region. I strongly urge for the Green Field option due to the | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | revenue to cost and the speed which people can get from Atlanta to Charlotte. I think that we should move to phase 2 as early as possible. | |
| 10/18/2019 | Web Comment | Given the 3 corridor alternatives, the Greenfields option is the most appealing since the primary purpose of the rail should be to facilitate travel from CBD Charlotte to CBD Atlanta. However, a rail that serves as a hybrid between the Greenfields and I85 corridor options by having stops only in CBD Charlotte, Charlotte Airport, CBD Greenville, CBD Atlanta, and Atlanta Airport would seem to be a superior route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | | This is a huge need and something that I would use often, so glad to see the Southeast striving to build up the public transit network. I drive from Greenville to CLT airport for cheaper/alternative flight options frequently. Opening Atlanta Airport to a convenient option via rail would be awesome. However, if you're actually going to invest the time and money into this project, do it right! No one is going to ride a train that poses no benefits over driving (i.e. time, convenience). The crescent route should be eliminated from consideration. Public transportation is only valuable if it is a better option than driving. Having an empty train running along side busy traffic is more detrimental to carbon emissions and environmental considerations than not having a train at all. The Crescent route would be under utilized because it would not be more convenient to ride. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Comment | | |
| 10/26/2019 | Web Comment | No one would ride the low crescent option. Do high speed or do not do the project at all. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | I believe the I-85 and greenfield corridors are both viable options for the planning of a high-speed rail travel. I think these will be good economically, culturally and environmentally for the south East. I would also urge that additional investigation of alternative technologies like the maglev's also be considered. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altaten and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/24/2019 | Web Comment | I'm a Greenville resident and I'm in favor of the I-85 Corridor plan or Greenfield Corridor plan. Both seem like a great way to improve the ATL-GVL- CLT travel options and bring the residents of these three great cities closer together. My wife and I love visiting Atlanta and I know we would come more often if we could cut our travel time in half. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detail direquencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/24/2019 | | I strongly support high speed rail connecting Greenville to Atlanta and Charlotte. I support the Greenfield Corridor option and envision GSP growing as a vibrant transportation hub, leveraging ride hailing services to downtown. I could easily see myself using either the Greenfield route or the I-85 Corridor route on a weekly or bi-weekly basis to either Atlanta or Charlotte. I see no value in the Southern Crescent route and cannot envision myself using that service at all. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | | Comment: I support the high-speed rail projects, specifically the I-85 and Greenfield plans. High-speed rail is a critical need across the Southeast. After reviewing the plans and information provided by the DOT, I believe the slower "Southern Crescent" approach using the Amtrak lines doesn't save enough time to be worth it to me as a commuter. I regularly have to travel by air for work, and it would lower overall environmental impact of my flights if I could train down to ATL (Hartsfield) and fly out rather than "hopping" out of GSP, which always requires two flights. It appears the I- 85 corridor offers the best mix of pros and cons for the project, providing a genuine high-speed rail alternative with the least overall impact on people and environment, on average. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I like the I-85 or Greenfield Corridor options. I would not go with the southern crescent option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | Please, do this and not on the current rail system. This has been needed for a long time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT ald South Carolina DOT alds o support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I prefer the 1-85 or Greenfield Corridor. I'm split on the decision because I like the speed of the commute between ATL and Charlotte on the Greenfield but don't like the Greenville, SC location being the airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | | 1) This needs to happen 2) even though I would love for this to go through my town where I could walk to catch the train, prefer 85 or Greenfield route because it has to be faster than taking car or people won't use it 3) best scenario would be to consolidate high speed and freight line in same corridor (85 or greenfield) allowing current crescent route to become a rail trail. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | After reviewing the documents I would be most in favor of either the I-85 or Greenway routes. Selecting the Southern Crescent route as the option to run the project on would be largely counterproductive as I don't believe the reduced time on the train would make up for the only-slightly reduced time it would take to drive, thus lowering the potential client base. Furthermore, unless the high speed rail would operate differently than the Amtrak, it would be at high risk for significant delays on these tracks. These concerns are backed up by it being the only option that is projected to cost more in the long term than the revenue it generates. Because of these reasons I believe that the Southern Crescent would be a poor selection. I believe that either the I-85 or Greenway routes would be excellent additions and serve our communities well in bolstering growth and connectivity of our region. While the Greenway routes laceage of have reasons I believe that the Southern Crescent would be the ester route the I-85 selection in my opinion, especially with Greenville's lack of well-planned and utilized public transportation. The best option would be the 1-85 option as it combines the important convenience factor of having a stop in Greenville proper with the speed of the Greenway. While it may be the most expensive, it is one of only two which is projected to generate more revenue than cost, meaning in time the to cost could be recouped. Overall I find the high speed rail highly valuable and a project that must be pushed forward to become reality; however I feel that selecting the Southern Crescent route would be a folly and the I-85 route combines the best aspects of all without long-term financial issues. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/23/2019 | Web Comment | Our company has office locations in Charlotte, Greenville, and Atlanta. We have many associates driving the I-85 corridor every week. The I-85 or Greenfield routes would reduce travel time and encourage utilization. If the end-to-end travel time is more than 3-3.5 hours, our associates would likely continue to drive. The shorter routes would reduce our travel time and expenses and promote growth within the region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I strongly support the faster two options. The crescent line as presented nobody would use. This would be economically transformative for the region and be amazing. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I absolutely support this project. I would prefer either the greenfield alternative or the I-85 alternative. This would enable the youth the travel from Atlanta to Greenville to Charlotte easily, lessen the accidents, provide more access to jobs across the states and attract a higher population in the areas where the train will travel through. So many of my peers was excited after hearing this proposal! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I have a house within a 15 minute drive of the proposed Athens terminal and within about 25 minutes of the proposed Commerce terminal. From a personal perspective, either one would be convenient. (The train noise might be annoying depending on wind direction since my house is only 2-3 miles from the proposed Athens line, but I am hard of hearing, so I don't care;) [Since I am already 55 years old, and I assume that it will take 10-20 years for the line to exist, I'm no personally likely to be a frequent customer. If it existed today, I might use it to commute to the Atlanta airport several times per year and to commute by rail on vacation a couple of times a year. The ATL airport competition is a \$45/person shuttle van service from Athens which is just fine, or driving my own car and parking at ATL. By chance, I recently lived in Rochester NY for six years, and I took Amtrak to NYC a few times. I think Amtrak reached speeds around 110 MPH, so I assume it is similar to a couple of the proposals. It was a pleasant and affordable experience, BUT I chose to drive to NYC most of the time because driving and parking and tolls in NYC are cheaper than Amtrak IF more than one person is going. As a side note, the fact that high-speed Amtrak stopped in Rochester did not "rescue" the economy in Rochester. It has been a depressed area regardless of the rail terminal. The primary effect on the Rochester economy labe the decline of the local businesses of Kodak and Xerox, not rail access. In summary, my opinion is that either high-speed route between Atlanta and Charlotte is good, i.e. not the slow-speed Gainesville route which hierday exists for Amtrak. The long-term value comes from being a neconmically competitive commuter route, i.e. the best way for daily workers to commute from areas with cheap housing to areas with expensive housing. That means it must have terminals near Atlanta like Suwanee and Doraville. One other thought - the Atlanta area needs a second major airport. If the Athens airport were to become a signi | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also Support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in the Tier 2 study. |
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| 10/23/2019 | Web Comment | I do not live in an area where I could attend one of the public meetings, but the impact of this rail system would be a huge benifit to me. If the red or green coorodor were selected it would allow me to travel to Atlanta and Charlotte much more safley, with a lower environmental impact, and way faster. With all of the communities growing out this way it would allow for much better commuter traffic, again reducing the environmental impact of so many cars on the road as well as saving countless lives that are lost on the roads. It would be so incredabley worth it to put this system in place, and would help both Atlanta and Charlotte grow in a more sustainable way. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative ill result of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Just a couple of thoughts, though i'll admit I am hardly educated on this subject. 1) Getting to Athens for football games via rail would be nice. 2) Students would also benefit from rail to Athens. 3) Not much of a fan of the Atlanta station being at Hartsfiled-Jackson, but I understand that would benefit a great many people. 4) Sure would be nice to alleviate some of the traffic on the north side of I-285. 5) Using the I-85 corridor would seem to minimize disruption of otherwise "un-developed" land. Going right up the middle of I-85 just seems to make sense. But could there be a spur to Athens? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | Prefer one of the two faster options. This is a must do! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | The second two options of the higher speed trains would be very welcome. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | Based on the information presented, I would like to voice support for both the I-85 and Greenfield corridors, based on both the capital costs and usability (travel times) of the proposed corridors. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also Support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| | Written Comment | Publics meetings should have a short presentation before looking at charts. Corridor Alternatives - I prefer the red or green options (I-85 or Greenfield). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | Written Comment | Am in favor of either I-85 or Greenfield alternative. Key stops in the middle should include Greenville and GSP. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | Am in rayor of ether 1-s5 or Greenied alternative. Rey stops in the middle should include Greenwine and Sx- As millennia and younger generations make a larger and larger % of the population three will be more and more pressure to complete this project as soon as possible. As a taxpayer I fully support a high speed rail line between Atlanta and Charlotte and would be willing to accept higher tax's to support the line. While I would prefer either the Greenfield or the I-85 corridor any option would be better than none. Focus should be on generating the lowest ticket tost and using green energy wherever possible. Also removing the environmental impact by using a train with an effective septic storage system so that waterways are not harmed/contaminated. Every effort should be made to be upfront and clear on both how the line will be funded and operated (private / public) as we move forward. What is the depreciation rate for the projects like these? Anticipated revenue? Finally is there a way to personally contribute to the process other than participating in the public | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT ald Carolina DOT aldo support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in a Tier 2 study. Modern trains have retention toilets so waterways won't be harmed. Extensive effort has already gone into the planning process that has been conducted to date, with a major focus on developing operating plans, estimating ridership/revenue, and estimating capital and operating cost. This work has identified the Atlanta-Charlotte corridor as having great potential as a high speed rail service. Funding for completion of the planning, final design, right-of-way acquisition, and purchase of trains has not been identified as yet. The analysis to date is pretty clear that, once constructed, fares will cover all operating costs, with a profit, as is common with high speed rail projects around the world. Thus, it is likely that a solicitation will identify a private operator to provide the service, with no operating support required. Readers are encouraged to read all of the project documents developed to date, posted on the project website. |
| | Written Comment | Please select either the I-85 or Greenfield Corridor Alternatives. The Souther Crescent is hardly high speed and electric is superior to diesel in speed, environmental impact, and efficiency. While my best reason is cost in dollars, these impacts cannot be overlooked. Due to these high costs (particularly for I-85 and Greenfield) please use as few taxpayer dollars as possible so we are not burdened with the cost of such a project that may likely be drawn out for too long. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/24/2019 | Web Comment | I love the Athens and Toccoa corridor options. That would either connect Atlanta to Lake Lanier or Athens, both of which would be hugely beneficial | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I support your high speed rail efforts. Do not use Crescent Route. No one will ride the train if they are going to a place at fast as they can drive there themselves. People only become interested in train travel when the speeds are 2 to 3 times faster than the average 60 MPH they get on the freeways. Therefore, I support the 185 and Greenville Routes. Even though I don't live on the direct route of this plan, I know that this plan will eventually affect my life since I do live within 100 miles of this project. I would like to have other travel options other than just the plane, or drive myself to either Atlanta or Charlotte from Columbia to catch a cheaper flight. (Or anywhere else for that matter) Please consider in the future bringing a high speed line from either Greenville or Charlotte to Columbia, South Carolina. Columbia is home to Fort Jackson, one of the largest Army training bases, meaning a steady supply of income for the train from the Department of Defence. Also, connecting the High Speed Rail line from Columbia to Savannah, past Jacksonville to Coca Beach, Florida (along with the Charlotte to Washington DC plan and the current Acela/future Avella Liberty train service) will create an intergrated High Speed Rail Line which will streach from Miami, Florida to Boston, Massachusetts. Finally, get an outside train line other than Amtrac to run this new line you are planning. Virgin Trains USA (which runs the Miami to West Palm Beach and soon Orlando/Tampa Bay), Renfe of Spain, SNCF of France, and JR Central of Japan would be acceptable. Not only would they be able to run the passenger service efficiently, they would be able to speed up construction and save money for the taxpayers. Thank you for your time and good luck with your three meetings. Todd A. Bridge | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarise will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans thtps://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commision.org/copv-of-commission-reports-1. The Southeast Corridor Commision's webiste, https://www.southeastcorridor-commission.org/copv-of-commission-reports-1. The Southeast Corridor Commision's webiste, https://www.southeasted DOT website. States have also led feasibity studies, and in some cases, environmental analyses of specific corridors. Funding for completion of the planning, final design, right-of-way acquisition, and in some cases, environmental analyses of specific corridors. Funding for completion o |
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| 10/18/2019 | Web Comment | This is a great idea. Tie this in with Athens due to high population/university area. Also tie in with Amtrak location at some point to extend possible destinations. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the terexet route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROD) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission-sweltz-Charlotte. Raleigh-Richmond and Washington DC, where it connects with the the Northeast Corridor. Each state also has its own rail plan which is available on the state DOT website. States have also led feasibity studies, and in some cases, environmental analyses of specific corridors. |
| 11/3/2019 | Web Comment | I want high speed rail to DC. The I-85 option seems terrible from the rider perspective, because the view would be of 85. That's very unappealing. I like the Crescent route due to capital costs and how quickly it could be used, but I wish the speeds could be higher and passenger rail was prioritized over freight. The Greenfield option seems best, though I'd prefer if it stopped in Clemson, Greenville, and Spartanburg (preferably downtown). I am concerned about environmental and social impact but do not understand the potential effects well enough to speak to that. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. An important part of the Purpose for the Atlanta-Charlotte project is its role as a key part of the Southeast Corridor to Washington DC, conncting there to the Northeast Corridor. The optimum operating plan, including whether trips through to DC will require a change of trains, will be made in later stages of the Project Development process. A Service Development Plan (SDP) was not developed for this Tier 1 EIS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, dispatched and maintained. Similarly, environmental considerations will be fully considered in the Tier 2 study. |

| 10/1/2019 | Web Comment | I want to support the Greenfield alternative as the best route option due to its potential for electrification, economic development, and integrating car-dependent cities without any type of rail service. The ROI and B/C for the Greenfield alternative are also compelling reasons to commit to this alternative as opposed to the others. I am concerned about the Atlanta MMPT station that is assumed in the documents. The Gulch area where that project was envisioned to exist has been sold to private developers, and there is unknown if they will leave enough room for passenger rail corridors - especially as there would need to be room for this project, the Atlanta-Chattanooga HSR line, and regional commuter rail. I would like to know if GDDT or the FRA have plans to engage the private developers to set aside ample room for rail service, or if viable alternatives for a Downtown Atlanta station are being considered. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altatna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. This Tier 1 EIS considers the formerly proposed Georgia MMPT as one potential station location in Downtown Atlanta, although other opportunities may be explored during a Tier 2 analysis. The Georgia MMPT project was listed in the Atlanta MPO's Long Range Transportation Plan (LRTP) while this Tier 1 EIS was being prepared; however, it has since been removed from the LRTP due to recent changes in property ownership in Downtown Atlanta. |
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| 9/22/2019 | Web Comment | Can't make the meeting, but wanted to encourage the use of the Greenfield alternative for future study in the Tier 2. I make this recommendation on the basis of speed, reliability, cost, and projected usage. If this comment carries over to the Tier 2, I would encourage the removal of the Roebuck and CLT airport stations. I make this recommendation on the basis of overall end-to-end route time, and the closeness (and therefore duplicity) of the CLT and Gateway stations. Good luck getting more funding! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | Greenfield route. Suggest a station just in a GA (Hartwell) instead of Anderson. Same dynamics but potentially less expensive and opens up NE GA for growth. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | I think the Greenlink line would be the best idea because it combines cost effectiveness with shortened travel times. With that said, could this be made as an expandable line so that in the future spur lines could be added on (ie. a line from GSP through Greenville to Clemson)? If the possibility of expansion is included in the planing it will make said expansion more cost effective in the future. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It would be possible to add branches from the main Atlanta-Chalotte line in the future. |
| 10/22/2019 | Web Comment | I love the idea of high speed rail connecting Atlanta to Charlotte and further along into the High Speed Rail corridor. I think that the greenfield alignment would serve more people in a better fashion—assuming that the Crescent would continue its traditional route. If the Crescent would be discontinued, then the alignments following the CSX/ Crescent alignment would best serve the community. Question: could there be plans for a fork somewhere along the line to Athens and then loop back into the alignment? This way, in the future, with rise in frequency, trains could alternate Gainesville/ Athens alignments? | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/24/2019 | Web Comment | With the rapidly growing population and infamous highway traffic around Atlanta (especially the I-85), we need a high speed rail solution for the state to thrive. The Atlanta-Charlotte passenger rail route is ambitious, and i support pursuing it. This route will relieve the most congested highways and airport in the country, making way for economic growth for the entire region. For corridor alternatives. I support the Greenfield project. The obvious reason can be seen in the graphic given in the Phase I screening results: the best results among all alternatives. A critical component however is in the number of round trip trains per day. Everybody has a different schedule, and growiding people flexibility will open up train travel to many more people than projected. Flights require getting to the airport (and dealing with traffic), security, and flying at set times during the day. Driving is available 247, but your mileage will vary wildly. Frequent high speed trains are just right: a solution that is not too limited to a timetable, but easy to access. Finally, on train technology. Electrified rail is the gold standard, but even has proven itself, electrification may become easier to justify, and perhaps even desirable to those worried about cost. I look forward to the ROO (hopefully for Greenfield for now would be acceptable. The key is a mostly dedicated passenger route to be built. Once the system has proven itself, electrification may become easier to justify, and perhaps even desirable to those worried about cost. I look forward to the ROO (hopefully for Greenfield), and thank you for your time! I hope to see the DOT find the resources to pursue the Tier 2 EIS, and to see it break ground! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
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| 10/27/2019 | Web Comment | Please keep us advised regarding the cost and corridor location that is selected. I would vote for the Greenfield Corridor, but I have witnessed major cost overruns on projects like these when I lived in Denver, Colorado. I have serious doubts that the cost estimated for each corridor is accurate. I expect to see the costs double, once the route is selected. How and who is paying for this project? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Alternation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Comment: I commute heavily in Atlanta, and I also work in financial services with ties to Charlotte and a particular focus on economic valuation of public infrastructure. Having reviewed the high-level data, it seems the Greenfield Corridor Alternative is unequivocally the best choice, weighing environmental, social, and economic value, with the I-85 path second and Southern Crescent a distant third. In addition, I believe this project should consider electric power vehicles more heavily (as opposed to diesel powered trains) when accounting for infrastructure longevity and the integration of a full Southeastern transit network. Question: 1) What is the current plan for the Cost-Benefits Analysis in weighing environmental costs, social costs, capital costs, etc? 2) When appropriate, where can information on outside specialists and third-party contractors hired for this project/data be found? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. The Tier 2 Study will include a thorough analysis of environmental, social, and capital costs. Firms selected to perform consultant service can be found on the project website or requesting that information from the project sponsor.Use revised standard response. |
| 10/18/2019 | Web Comment | I am writing to support the Greenfiled option. A high speed rail will greatly increase accessibility and decrease costs and carbon emissions. Such a wonderful stimulus for the southeast!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I would very much like a railway between Athens and Charlotte, but what are the environmental implications? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tie 2 EI sanalyses have not been identified to date. A high level analysis of environmental impacts is included in the FEIS/ROD. A much more thorough analysis will be performed in the Tier 2 EIS. A high level analysis of environmental impacts is included in the FEIS/ROD. A much more thorough analysis will be performed in the Tier 2 EIS. |

| 10/18/2019 | Web Comment | The Greenfield route is preferable. In addition to the logical link with the University of Georgia, the Greenfield route would have less impact on our state's beautiful Blue Ridge Mountain areas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also Support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in the Tier 2 study. |
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| | Court Reporter | The reason I want to propose the Green Line against the other two is, Number 1, it is going to carry the most people by going through Athens. The educational system will be tied to the Atlanta universities. It will also pull in the Greenville/Spartanburg area with the terminal there, and continue up to Charlotte. This line will be a superior route to the others because of the topography and wetlands. It also has less intrusion from real estate development. It is more remote in its layout. Therefore, it would be a lot less expensive to build this line, less intrusive to the environment to build this line, and be a lot quicker to build this line without having to wait on the studies and so forth. Both of the other lines go through major wetlands, higher topography and higher real estate costs due to development. So if you look at all the factors, it is very easy to see why the Green Line would be the superior route for rapid rail. This line can connect all the major centers which is Athens, Greenville, Spartanburg and Charlotte to Atlanta. If | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also Support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Environmental considerations will be fully considered in the Tier 2 study. |
| 10/29/2019 | Web Comment | you want more bang for your bucks, Athens needs to be tied to Atlanta. I believe the Greenfield route will be the best option. It has the best travel time (especially if the electric option is selected) and the optimal capital cost (relative to the overall performance of the route). The Athens stop I think will be a key factor in the route's potential success. I also think the use of the electric train will be key, as it significantly reduces the travel time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/29/2019 | Web Comment | I'm very excited about this project, and I very strongly believe in the necessity to build a high speed rail network for more efficient, accessible and eco-friendly travel. That being said, I strongly feel (regardless of costs) that investing in a diesel powered rail line would be a huge mistake. I fully support this project if electric powered trains are used. Not only is it imperative that we more away from dependency on fossil fuels, but I also find it harder to believe people would see it as a viable alternative to driving or flying given the slower travel times. The extra 45 minutes to an hour could be enough to convince people to consider other modes of transportation. I also highly support the Greenfield route. I don't see how the Southern Crescent route could be considered viable since it has the lowest revenue and highest travel time. I understand that it has the lowest capital cost, but I can't wrap my head around why we should invest in something that isn't any more efficient (time wise) than driving or flying. The Greenfield route makes the most sense in my opinion. Overall travel time is the lowest and the capital cost is about half that of the I-85 route. I know there are so many other factors at play, but at half the capital cost of the I-85 route with a higher expected ridership and revenue and slower travel time, this just makes sense to me. I also don't really believe we should be too concerned with upfront costs of investing in something so important too urif ture (efficient, environmental) friendly, accessible transportation). As for the environmental impact comparison, it's hard for me to have any definitive opinions since the impacts aren't very clearly quantified or explained. Maybe I'll have a stronger opinion come Tier 2. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. As noted in the comment, a more indepth analysis of the environmental impacts would occur in a Tier 2 environmental review. |

| 10/28/2019 | Web Comment | route is better than the Southern Crescent because, though it is slightly more expensive, the Greenfield route is better in every category. It cuts the travel time in half and multiplies the projected ridership by 6. It also doesn't operate at a huge deficit and has an electric option, unlike the Southern Crescent, making it better for the environment. | Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review, as will a more in-depth analysis of the Project's environmental impacts. |
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| 10/20/2019 | Web Comment | prosperity to each of them. I also want to implore GDOT to please look forward and construct an electric-only line. In Europe, there is hardly a single diesel passenger train. To construct this corridor as a diesel line is looking backwards, not forwards, and will cause significant environmental damage | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altatna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review, as will a more in-depth analysis of the Project's environmental impacts. |
| 11/3/2019 | Web Comment | takes over five and a half hours each way compared to four hours in a car. Lastly, Amtrak's ticket costs of \$120 round trip1 is more expensive than driving at \$50 round trip. 2 The alternative option of flying between two of the nation's busiest airports also poses a number of problems. To start, travelers generally dread the experience that comes with flying (i.e. overhead bag dilemmas, turning off cellphones, TSA security screenings, uncomfortable seats, high altitude exhaustion, etc). Additionally, flying saves only a marginal amount of time than driving when you factor in the TSA lines, boarding process, and commute to end destinations. Most importantly, flying is costly, with tickets ranging between 5160 and \$400 depending on how far in advance you book. 3 This is where high speed rail comes into play because it is timely, cost competitive, and provides a better experience than air. Under the proposed study, a high-speed rail journey along the proposed I-85 or Greenfield corridors would take less than three hours- almost an hour savings from a car. Additionally, it is cost competitive with tickets costing somewhere between 560-575 per trip.4 Furthermore, the I-85 or Greenfield options would have 14-22 daily round trips which provides more than the 11 flights offered to air travelers today. Lastly, travel by train is easier than driving and flying because you have the freedom to walk around while on board, and you have a large seat from which to relax or catch up on those emails – with no interruption for takeoff and landing. While both I-85 and Greenfield corridors sound like good options, I beliew we eshould design for electric trains instead of diesel and to set a new standard in the United States. Currently the fastest train in the U.S. is the Acela, an electric train between Wilmington, DE and Baltimore, MD with 150MPH top speeds. Electric trains on the proposed I- 85 and Greenfield corridors would beat the Acela's record with top speeds of 180MPH and 220MPH respectively. While this is certainly a pote | |
| 10/28/2019 | Web Comment | Please develop the route that includes athens. Didn't know of a public open house in athens area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarise will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses GDOT and FRA selected meeting locations based on major population centers identified along the proposed project corridor. Future meetings for the public will be included as part of a Tier 2 environmental review, if a sponsor and a funding source are identified to advance the development of the Preferred Alternative. |

| 10/22/2019 | Web Comment | I think that Athens would support this project. Hub for several small towns & UGA. As I understand it, Material indicates some of infrastructure already in place. Since Athens is potential placement I do think we should have Public Hearing here. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. GDOT and FRA selected meeting locations based on major population centers identified along the proposed project corridor. Future meetings for the public will be included as part of a Tier 2 environmental review, if a sponsor and a funding source are identified to advance the development of the Preferred Alternative. |
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| 10/23/2019 | Web Comment | I am very in favor of the high speed rail to charlotte. I prefer the greenfield alternative due to cost time and ridership. I believe that the Tucker approach could be cheaper with more greenfield but I also believe that this needs to intercalate with a MARTA station in Tucker. Possibly this could also take a route that adds benefit to both the Emory and UGA campuses. I also believe that this opens a possibility of a future secondary airport for Atlanta in the area between Tucker and Athens or expansion of Briscoe Gwinnett airport or Athens Ben Epps airport or a New alternative. Rail and Air need to be connected for a seamless transition both on the interstate side and the local sides. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The potential of operating commuter rail trains from Tucker into Atlanta sharing track with trains from Charlotte could be included in the analysis of the Atlanta approach. |
| 10/22/2019 | Web Comment | A huge YES from me for high speed rail between Atlanta and Charlotte. Specifically, I am advocating for the Greenfield line. There is a huge need to connect Atlanta and Athens. It will improve traffic during typical rush hour times but also on game days, either in Atlanta or Athens. That is, more people could ride a train to Athens for a UGA event and vice versa, people in and around Athens could take the train into Atlanta for sporting events, concerts, etc. I cannot stress enough that regardless of which line you choose to proceed with (Greenfield, Interstate, or Crescent), the trains HAVE TO connect to Marta TRAINS. Please listen to me when I say this. People are not going to ride a train that takes them to the existing Amtrak station on Peachtree street and then get on a Marta bus. They have to be able to directly connect to a Marta Train, if you want people to actually use any new rail line. Proof of this can be seen in any region of the country or the world where rail is actually used. You have such a good opportunity here to create a really useful and well used rail line. Don't mess it up!!! Bring in behavioral scientists if you want to truly understand how people will use the trains. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Coordination with MARTA will be an imporant part of the analysis of the Atlanta approach. |
| 10/19/2019 | Web Comment | The Greenfield Corridor seems to make the most sense seems it links Athens with the Atlanta Area. 1.) Athens already has a multi-modal transportation center downtown. 2.) Athens is not served with an interstate type highway liking it to anywhere. 3.) Highway 316 is a joke. 4.)The sheer number of football fans would pay off the cost rapidly. 5.) If linked with MARTA it would allow the many Athens area to Atlanta commuters a viable way to get downtown. I have used Chicago's L many times and cannot express how wonderful it is to board the train in Aurora to go straight downtown to within site of the Willis Tower. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Coordination with MARTA will be an imporant part of the analysis of the Atlanta approach. |
| 10/18/2019 | Web Comment | I would like to express my support for the GREENFIELD option. It appears from the graphic that there are stops in Suwanee as well as Doraville that connect to the Greenfield route which I believe is critical as they have attempted to get MARTA in Gwinnett for years. That is where I grew up and where my mother still lives and there are a number of transplants to Athens that make that journey through Gco/ATL often. I would like to attend the meeting but may be unable due to traffic at that hour getting from Athens. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The potential of operating commuter rail trains from Tucker into Atlanta sharing track with trains from Charlotte could be included in the analysis of the Atlanta approach. |

| | Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Coordination with MARTA will be an important part of the analysis of the Atlanta approach. |
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| | Court Reporter | I am a big fan of the Greenfield route. Please work w/CSX on the Clifton Corridor and MARTA and the Beltline for the northern arc of the city. Basically I want to say that I am excited about these corridor options. From examining the three major options, I think the Green Line has the most potential. It serves the most underserved routes out of the options. I believe that there is a significant potential ridership that would use it routinely, including myself. I think the Doraville station alternative, out of the options, would also be useful for commuters in the local regions to Atlanta, due to its proximity to the MARTA train station. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Coordination with MARTA will be an important part of the analysis of the Atlanta approach. |
| 10/27/2019 | Web Comment | I am in favor of the Greenfield alignment. This will, according to the information presented, be the fastest and also encourage growth in the areas along the route which is greatly needed. I also see this as the first step in this area toward High-Speed Rail for the New York (possibly Boston) to New Orleans AMTRAK Crescent route. Hopefully, the Northern and Southern extensions to the Greenfield alignment can be added in the relatively near future. Additionally, I would like to see added High-Speed Rail from the Southern end (Atlanta Airport) of the Greenfield alignment going to Macon, splitting to Savannah and Orlando and possibly to Jacksonville. I had understood from previous media articles that a Metro Atlanta MARTA/Bus/Train terminal would be built at at/near an existing MARTA station South of Five Points. Will this be a stop on the Greenfield alignment or will the MARTA/Bus/Train terminal be moved to the Atlanta Airport? I am a booster for High-Speed Rail project completed. 400 - 500 miles and for leasurly longer trips, even cross-country, and look forward to seeing the High-Speed Rail project completed. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarizes will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://aliroads.dt.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commision's webiste, https://www.southeastcorridor-commission.org/copy-of-commission.reports-1. The Southeast Rail Corridor covers the corridor between Atlanta-Greenville/Spartanburg-Charlotte-Raleigh-Richmond and Washington DC, where it connects with the the Northeast Corridor. Each state also has its own rail plan which is available on the state DOT website. States have also lef feasib |
| 10/29/2019 | Web Comment | I applaud this effort by GDOT. High-speed rail has the potential to transform our state. I envision routes from Atlanta to Charlotte, Atlanta to Savannah (this would be incredible), Atlanta to Augusta, and Atlanta to Charltanooga. In terms of the proposed route, I really think a route to Atlens is needed, but the Crescent corridor that serves Gainesville, Toccoa, Greenville, and Charlotte will help more people - especially in the overcrowded I-85 area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://failroad.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Swebiste, https://www.southeastcorridor-commission-reports-1.The Southeast Rail Corridor Corridor Each state also has its own rail plan which is available on the state DOT website. States have also led feasibity studies, and in some cases, environmental analyses of specific corridors. |

| | | I believe that rail transportation is a must for the future transportation needs of our nation. Rail transportation would make travel between Athens | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| | | and Atlanta or Savannah easier, safer and quicker. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
| | | | Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into |
| | | | Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred |
| | | | Alternatives because inequalities, subjectives, and rates will be subject in the respect of respect to be obvious and contrast regionary referred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarizes will also be provided on |
| | | | the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | | | The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the |
| 10/23/2019 | Web | | Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national |
| | Comment | | rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted |
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| | | | covers the corridor between Atlanta-Greenville/Spartanburg-Charlotte-Raleigh-Richmond and Washington DC, where it connects with the the Northeast |
| | | | Corridor. Each state also has its own rail plan which is available on the state DOT website. States have also led feasibity studies, and in some cases, |
| | | | environmental analyses of specific corridors. |
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| | | | |
| | | I would love for this to happen. But it needs to be sooner rather than later. We also need to have a stop in Greenville. I like the electrified Greenfield | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| | | option the most but the stop for GSP should be closer to Greenville or, if it's at GSP then there will need to be much more parking developed. I'm | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
| | | interested to know what 3rd party companies would be running this if the states didn't? I'd also like to know how likely it would be that the federal government cover the cost? And if they only cover a portion of costs, where will the additional funding come from and how will that be broken up | Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this |
| | | between the states and tax payers? Additionally, I'd like or know when do you all realistically think the line will be open for use? | Alternative, as we location of stations and the current of propagation technology for the adverter a |
| | | | Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on |
| | | | the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web | | |
| | Comment | | The cost of transportation projects is typically divided between captial and operating costs. The analysis conducted in this FEIS/ROD indicates that the Atlanta- Charlotte project would be expected to cover operating costs. Capital costs are typically shared between federal and state governments, with the proportion |
| | | | and the each for passenger rail projects varying considerably. Currently, here are high-speed rail projects in exceptionally good markets in Florida and Texas, |
| | | | where right-of-way acquisition, design, and construction are being sponsored by private, for profit firms. In any case completion of environmental analysis, |
| | | | design, right-of-way acquisition, and construction would take several years. |
| | | | |
| | | | |
| | | Will there be 'express' options for the greenfield route (my preference)? It seems like there are about 3-5 too many stops on any of the alternatives, | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| | | and the GSP airport seems to add quite a bit of distance to the route as well. | frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
| | Web Comment | | Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this |
| | | | Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred |
| | | | Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on |
| 10/18/2019 | | | the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | | |
| | | | Appendix B Section 5.7.2: Alternative Stopping Patterns and Schedules provides information regarding stopping patterns for express and local trains considered in the Tier 1 EIS analysis. Schedules and stopping patterns will be evaluated further in a future Tier 2 environmental review. |
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| | | I support the high-speed-rail between Atlanta and Charlotte because it links two of the biggest cities in the Southeast, and will be an important link | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| | | when combined with planned high-speed line between Charlotte because it links two of the biggest cities in the southeast, and will be an important link when combined with planned high-speed line between Charlotte and Washington, and the existing high-speed corridor between Washington and | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
| | | Boston. I prefer the Greenfield alternative, because it appears to offer the shortest trip times and the highest ridership and it is less expensive than | Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into |
| | | the I-85 p[topm/ | Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this |
| | | | Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred |
| 10/18/2019 | Web | | Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Comment | | the project website. Project Sponsors and funding for the ner 2 clis analyses have not been identified to date. |
| | | | An important part of the Purpose for the Atlanta-Charlotte project is its role as a key part of the Southeast Corridor to Washington DC, conncting there to the |
| | | | Northeast Corridor. The optimum operating plan, including whether trips through to DC will require a change of trains, will be made in later stages of the |
| 1 | | | Project Development process. |
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| | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 1 | | | frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
| 1 | | | Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into character, surell as the location of characterized and a source and source for and source for and source for an an and source for an and source for an and source for an an and source for an an and source for an and source for an and source for an an an and source for an and source for an and source for an and source for an |
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| 1 | | | Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summarizes will also be provided on |
| 1 | | | the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It would not be financially feasible to construct |
| 1 | Written | | both the Greenfield high-speed rail route and the improvements to the the existing NS railroad to be able to accommodate increased passenger train service |
| 1 | Comment | | without unduly intefering with freight operations. The overnight Crecent could shift to the new line and Amtrak could be the operator of the high-speed rail service. |
| | | | |
| 1 | | Favor Greenfield Corridor/Electrified/220 MPH. However, must continue to provide Amtrack service on Southern Crescent Corridor for "Crescent" | |
| 1 | | train/diesel/110 mph, plus several added daytime trains serving Atlanta/Charlotte as well as downtown Greenville/Spartanburg and intermediate | |
| 1 | | stops. Try fall back position if high-speed proves too experience is to maintain existing crescent service, place several new added daytime Amtrack trains on the existing railroad corridor/Atlanta to Charlotte additional track. Can be added to accommodate NS freight trains at far less than the cost | |
| 1 | | of a new high-speed corridor. The overnight Crescent could shift to the new line and Amtrak could be the operator of the high-speed rail service. | |
| | | | |

| 10/24/2019 | Web Comment | Strongly support high-speed rail Atlanta->Charlotte through Athens, GA. Please choose this route and send me info about how I can help with grassroots organizing for the votes. Unable to attend public meetings due to prior commitments. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. It is not clear at this time what public participation needs/opportunities there will be as the Project advances. |
|------------|----------------|--|--|
| 10/23/2019 | Web Comment | I'm very concerned about the capital cost, community impact and eminent domain for the I-85 option. For example around exit 27 on I-85 you have the BOSCH plant on one side of the interstate and now TTI building their North America headquarter on the other side. Would the rail system be built up here or would it be necessary to go into urban areas? Seams to me that the Greenfield line is the best long term option when it comes to profit, operating cost, efficiency and also gives the state of SC the opportunity to built a high-speed electric rail system that will be state of the art, fast (bragging rights) that will attract more international manufacturing businesses and jobs. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | A track to and from Charlotte to Atlanta through Athens would be great if and only if it was set up as an affordable method of public transportation for daily commuting. If the concept of this train is for purposes such as Amtrack which is extremely unaffordable and does not run often enough to be used as commuting transportation from many cities, then it is not worth the time, construction damage, or money. If this is designed to ease the burden of housing and traffic in Atlanta while making the region more acceptable, then it would be wonderful. As a student in Athens, I am highly limited to internships and jobs that do no reach into ATL traffic, however, a train like this would provide greater opportunities for students, families, and simply working adults who do not have time or money to extend their life any closer to ATL though more opportunities may exist there. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and frares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Atlanta approach of the Charlotte high-speed rail route could also accommodate commuter rail service with affordable fares for local travel within the segment south of Athens. |
| 10/20/2019 | Web Comment | High-speed rail would reduce emissions, reduce clogs on I-85, and keep inexperienced/aged drivers off the roads. There are many people who live in the Charlotte area and commute to Atlanta and vise versa. I split my residence between the Atlanta area (75%) and Rock Hill, SC (25%). Please do not use the Crescent route. Amtrak is outdated and inefficient. No one takes the train because it takes longer than driving. Along I-85 sounds so expensive, and would likely further clog-up the interstate. How many people's homes and neighborhoods would be disrupted by the "greenfield" option? It sounds like the best option. If those areas could be adequately compensated and relocated to a comparable neighborhood, we should go for that. High speed rail would help me so much. It's time we caught up to Japan and Europe and reduce our dependence on cars. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided unalyses the exact route into Altatnation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comments simulas be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Further environmental surveys and reporting will be conducted to ensure all impacts to the quality of life for the natural and built environments are fairly evaluated and kept as a part of the project record. Additionally, avoidance, minimization, and mitigation efforts will also be utilized for anticipated impacts to the resources along the corridor. |
| 10/23/2019 | Web Comment | I think that the Greenfield is the option we should pursue hardest. The difference in time is well worth the cost spent over the Crescent. The I85 route is too much more expensive than the greenfield and is slower. We want to be investing in infrastructure that can support tomorrows technology not infrastructure that is limited to yesterdays. The diesel options are too slow to make it a truly impactful transit option. Being able to be in Charlotte in just over 2hrs is competitive with flying once you take TSA into consideration. There are a lot of people who live in Athens and commute to Atlanta, this would easily take all of those cars off of the road. I cannot support Greenfield enough. Please let me know how I can help push it more. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports are oncouraged to contact elected officials. |

| 10/22/2019 | Web Comment | The Electric Greenfield Line has the most benefit and would be a welcome addition for most people. It would allow much needed connectivity, while creating jobs, eliminating traffic, reducing pollutants, and generating revenue. Connecting to Athens would also help college kids to get back home safely and quickly, as well as limiting the ATL to Athens traffic on local highways when there is a Bulldogs game. Please move this forward. I will pledge my support on the local level in my community. Please contact me with updates and opportunities to assist on the local level. I am a Civil Designer and Project Manager. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/21/2019 | Web Comment | high speed option, otherwise don't even bother. If we're going to spend time, money and effort on a project like this then PLEASE let's build a high- speed train and catch up with the rest of the world using high-speed rail. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I fully support alternative transportation options along the I-85 corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I live in Tucker and I think a high speed train is an excellent ideal I have family in Anderson, SC, Charlotte, NC, and Washington, DC. Having this train nearby would make travel so much easier and faster. I think using the I-85 corridor is the best option and maybe connect to other corridors in future. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed theo ther two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. An important part of the Project for the Atlanta-Charlotte project is its role as a key part of the Southeast Corridor to Washington DC, conncting there to the Northeast Corridor. The optimum operating plan, including whether trips through to DC will require a change of trains, will be made in later stages of the Project Development process. |
| 11/4/2019 | Web Comment | Cast my vote for the I-85 rail route | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1/EIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor corridor. State around care available in Chapter 3 of the Tier 1 EIS. |
| 11/4/2019 | Web Comment | Anderson route | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |

| 11/3/2019 | Web Comment | The red line directly through Greenville and S.burg makes the most sense - If this is to be "mass transit", why not through the greatest "mass" of people instead of skirting these cities through the smaller towns and cities? It would help to alleviate the growing traffic snarl along I-85 through GSP | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alos support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative persents engineering challenges due to corridor construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 11/3/2019 | Web Comment | I would love to have a high speed train pass through Anderson on the route from Charlette and Atlanta! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/1/2019 | Web Comment | I-85 route thru Anderson SC | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performed the to corridor construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 11/1/2019 | Web Comment | It would be great if this could happen. Following the I-85 corridor makes more sense to me. There are rail lines active and inactive to the east of the Interstate in Anderson County. This would cut down on auto driving to both Atlanta and Charlotte if we could have a station nearby. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performents engineering challenges due to corridor Corridor Alternative a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 11/1/2019 | Web Comment | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presses engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/31/2019 | Web Comment | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor construints and und roadine a project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/31/2019 | Web Comment | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative, as well as the location of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor corrisints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/31/2019 | Web Comment | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alos support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Filmally, the I-85 corridor Alternative performed the I-85 Corridor Constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/31/2019 | Web Comment | Please do not further consider the Greenfield option through/near Simpsonville. This would have a dramatically negative affect on our way of life, safety and property values. It makes more sense to follow 85 and/or the rail lines already in place as in the other options. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville. SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. This Tier I EIS performed a desktop-level review of environmental impacts that would result for whis Project. The volted down any fieldwork so detart of the study. A this time, funding and a Project Sponsor have not been identified for a T |
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| 10/30/2019 | Web Comment | To minimize impact on the environment, I think the Interstate 85 route may be the best one. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 corridor Alternative presents engineering challenges due to corridor constraints around Greenwille, S that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/30/2019 | Web Comment | Option 2 or 3 with stops in Anderson Co would be awesome! Anderson and Clemson residents and surrounding areas would surely use it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | I would support the I-85 Corridor alignment that has as few stops as possible to maximize speed. Preferably in city centers. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative project spineering challenges due to corridor constraints around Greenwille, S Ctat would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/29/2019 | Web Comment | I would prefer new track along the I-85 corridor. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/29/2019 | Web Comment | I currently live on the west side of Anderson county and commute to Greenville daily for work. I think the i5 corridor route proposed could be an excellent resource for daily commuters such as myself. Having this as an option would help financially support this mode of public transportation, give a more environmentally friendly option to commuters, promote growth to an area with abundant outdoor resources, and hopefully alleviate traffic on hwy 85. This route seems like a great route and I would be very excited to see it chosen as this project moves forward. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alds oupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performed the to corridor construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative spineering Challenges due to corridor Construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative spineering Challenges due to corridor construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/29/2019 | Web Comment | The I-85 route is most appealing to us because of the speed and access to GSP for parking and convenience. The high number of proposed riders is impressive, too. If you build it, they will come. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Ter 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comments unmaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performed the to corridor constraints around Greenwille, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/29/2019 | Web Comment | I am in favor of the I-85 corridor route for the new high speed rail. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative persents engineering challenges due to corridor construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/29/2019 | Web Comment | I am in favor of the most direct route for high speed rail along I-85 | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/28/2019 | Web Comment | I wholeheartedly support a high speed railway between Atlanta and Charlotte. My preference would be to follow the I-85 corridor as that would open up so many positive benefits, including alleviating traffic in that corridor, if stations were set up to feed area residents who drive in but could now train in. I personally would utilize the train often to go to both cities, Atlanta and Charlotte, to visit friends/relatives, as well as to get to work. I feel it would be incredibly beneficial to so many people within the region. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects. Particularly, through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/28/2019 | Web Comment | i like i85 corridor | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor dil not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/28/2019 | Web Comment | I think the I-85 corridor is the best route and that there should be a stop in Spartanburg County | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1/EIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative because this alternative performed the best in fracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor construits around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

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| 10/28/2019 | Web Comment | I support the project, specifically the I85 route. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina . Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/27/2019 | Web Comment | 85 not Greenfield | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around greexiler, bouth area and via constraints around Greexiler A of the Tier 1 EIS. |
| 10/27/2019 | Web Comment | To properly prepare for future growth, the proposed I-85 corridor would greatly improve travel between Atlanta and Charlotte. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor dil not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina . Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraits around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/27/2019 | Web Comment | -85 | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

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| 10/26/2019 | Web Comment | I favor the I-85 route but whatever route it takes it needs to connect all 3 airports. ATL-GSP-CLT. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I prefer the I-85 alternative. I think it absolutely necessary to have a stop in Greenville, to allow commuting and access to Greenville businesses | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and Soupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | Comment: The best route is the I - 85 corridor. The project must began quickly and completed in the short term, not phased in. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | I am very supportive of the project. I think the I85 alternative would be the most effective alternative in that it's the faster alternative to upgrading the existing crescent line and people travelling on the interstate would see it and it would make them more likely to switch transportation modes. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/24/2019 | Web Comment | Prefer I-85 Corridor route | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor dil not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenwille, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/24/2019 | Web Comment | The Green option would insanely invade a growing residential area near 5 forks that is already over congested with little view of future relief. Using the interstate with depots at airports makes the best sense. Ride view would be mundane but it would have to be more practical and cost effective to utilize an already established traveling corridor. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1FEI/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the 1-85 Corridor Alternative performed well, the geometry of the 1-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving 1-85 for future roadway projects, particularly through South Carolina. Finally, the 1-85 Corridor Alternative persons to the corridor construct an elevated viaduct through the area. Details of the 1-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. Sponsor to construct an elevated viaduct through the area. Details of the 1-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/23/2019 | Web Comment | From the perspective of bringing relative value to the greater Greenville area, the i-85 corridor route would be preferable. It provides the best accessibility for residents living in the rapidly developing communities of Mauldin and Simpsonville | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina, Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/24/2019 | Web Comment | I prefer the 85 route option. And I think electric is the only reasonable option. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor dil not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina . Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/24/2019 | Web Comment | i vote for the I-85 corridor train. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | I-85 corridor Is preferable in my area to Enoree River or 5 forks. Thank you | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina . Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | I feel that for the Atlanta to Charlotte option - you must consider the population hubs - Greenville/Spartanburg in the middle of this route. The cost for the I-85 seemed to be higher but long term this would appear to benefit the sustainability of the project. The growth of the GSP area - airport options for travel - and job collaboration opportunities would be significant. The other two routes are just not convenient for the population hub. think the project must have central stops in the metro area of Greenville for sure. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alds oupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative persents engineering challenges due to corridor construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/24/2019 | Web Comment | I feel that the I-85 corridor route makes the most sense for the proposed high-speed rail. It is faster than the Crescent, which I feel most people wouldn't take as it is a significantly longer route than driving. The I-85 route runs through more major city areas where more people would take the rail. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alos support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 corridor Alternative performed the I-85 Corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/24/2019 | Web Comment | I-85 Corridor seems to be a better option. It would be amiss not to stop in/near downtown Greenville - a key city that has helped the connectivity between Charlotte and Atlanta. Greenville/Spartanburg/Anderson also directly and indirectly helps fuel the growth of the entire area. While it is the most expensive option, it also is the most forward thinking of the options. One city may balk at that cost, but three large metropolitan areas certainly should be able to pool resources together and help develop something that will only help the entire region. It's time for things to be built with the future in mind, rather than building what is needed now (or 10 years prior). Other key metropolitan areas have had these types of systems in place for years. Why would we want to go build something that just brings us up to where the standards are (Brightline in S. Florida - connecting WPB, FLL, MIA for example) - instead of elevating ourselves and leveraging the opportunity to be ahead of other areas. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I+85 Corridor Alternative performed well, the geometry of the I+85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I+85 for future roadway projects, particularly through South Carolina. Finally, the I+85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I+85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | Please consider the I-85 route it's faster, and takes the least amount of private land. Using the Crescent line at 5 hours defeats the purpose people will just drive. The Greenfield line would be too intrusive to those with private property. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina . Finally, the I-85 Corridor Alternative presente sengineering challenges due to corridor constraints around Greenville. SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | I support the I-85 route. It keeps development on that corridor and keeps existing and new infrastructure in one area instead of disturbing new areas and creating a bigger environmental impact on green fields. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alos support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 corridor Alternative performed the I-85 Corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/24/2019 | Web Comment | I think the I-85 option is best | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenwille, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/24/2019 | Web Comment | I like the project but in my opinion it should go along the I85. That would have the least amount of impact on people and wildlife. It must connect the airports because the parking and commuting infrastructure is already in place. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summarises will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | I support the I-85 train route option because I feel it delivers a fair balance between speed and servicing the major metro areas. The nation is becoming more urbanized and focusing on speed and serving downtown metro areas will be key for our future. As a frequent business traveler I would use this line to quickly connect me to ATL or CLT airports, eliminating my need to take a senseless 25 min flight from GSP to ATL. Thank you. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor dil on tallow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | | First of all a high speed rail from Atlanta via the Greenville area to Charlotte is an inevitable project. From living in other large cities where high speed rail was developed, ridership far exceeded projected expectations and I believe it would here as well. I think the I-85 corridor makes the most sense, stopping at the Greenville/Spartanburg airport en route to Charlotte. This allows for easier access since it right off I-85, vs going downtown. So yes, i am a strong supporter for this project. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/23/2019 | Web Comment | This is a great project. Please build the I-85 route - don't force everyone in the Upstate SC to drive to the airport to access the train. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performed the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/23/2019 | Web Comment | The 85 corridor option, while the most upfront cost, would provide the most useful access in my opinion. If the 85 corridor is going to keep growing we desperately need a 21st century solution to public transit across these cities. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alos support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performed the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/23/2019 | Web Comment | I am totally in favor of the three states continuing to work on high speed rail along the I-85 corridor between ATL and CLT. It makes very good sense for now and the future. I do question why we are not considering moving freight, as well as people. If we are going to undertake such a mammoth project, we must think of everythingyou probably only get one shot at this! Removing shipping containers off of the interstate system between ATL and CLT would be a very effective improvement and probably offset enormous federal funds that would be spent in the future for widenings. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tie 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville. SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/23/2019 | Web Comment | I am in favor of the high speed rail in Gaston County | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/22/2019 | Web Comment | I strongly support the high speed rail project, as rapid mass transit is essential to a healthy infrastructure for our country. I reviewed the proposals and am in favor of the I-85 route, as I think it makes the most sense for capacity and route. I would use the rail system if available, and it will be worth the investment. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tie 2 analyses of the east troute into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville. SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/22/2019 | Web Comment | Keep all rail lines flowing along the main expressways please. Do not hinder suburban or county areas. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performed the I-85 Corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/22/2019 | Web Comment | I am a resident of Commerce, Georgia. I am an active member on its Downtown Development Authority. I support the corridor along I-85 through Commerce. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performed corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/22/2019 | Web Comment | As an active housing developer in the Southeast trying to meet the needs of our growing populations, I have been saying in our community (Greenville) for some time that we critically need high speed rail connecting Atlanta (Hartsfield) to Charlotte, and really on to Raleigh. I have been to China where these critical high speed rail lines are spurring development and ease of movement for its people. It is critical that the major stations in the major metropolitan areas are proximate to the urban cores that are walkable from all the urban infill residential development and shubs of public transportation in those communities. While the cost might exceed 515 billion to do this right, it is critical to be done right and it will pay off for these communities in spades, reduce highway congestion, and create economic stimulus in a way that will deliver for likely more than a decade. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/21/2019 | Web Comment | I am so excited about this project! I lived in the Atlanta area from 1988 until May of this year. I think this project has been talked about for 30 years and is long overdue. Regarding the route, I think something that follows I-85 would be most convenient for passengers. Perhaps the stations could take the place of some of the rest stops along the way. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/20/2019 | Web Comment | I am a property owner in Commerce GA. This area is renewing and growing. There has been a station in Commerce in years past. I believe a station would continue the economic growth in this area. I also believe the location of Commere offers many advantages. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/19/2019 | Web Comment | This is a great idea.I believe the 85 corridor makes more sense. Thank You and keep up the good work | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/19/2019 | Web Comment | Totally in favor of the I-85 corridor. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tire 2 analyses of the exact route into talianta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tire 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-55 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performed the lox corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/19/2019 | Web Comment | I really like the route that follows I-85. It is an established corridor, so the environmental impacts as well as site work costs should be less than the other routes. In addition, putting high speed rail along a heavily traveled corridor would help reinforce how valuable and preferable high speed rail would be. Imagine sitting in traffic in your car on the interstate as you watch the train zoom but, full of people that are reading, working, etc. Because they aren't driving or stuck in traffic. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alds oupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/18/2019 | Web Comment | I am in favor of the proposed train route that will run along I-85. I think this option would provide a great alternative route for people like myself that travel a lot for work and would rather not drive. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/18/2019 | Web Comment | New tracks running beside I-85, would cost \$13.3 billion to \$15.4 billion. Trains would go 125 to 180 mph and take less than three hours to reach Atlanta. Though this is a costly alternative. It would best serve the future needs of the population. The other alternatives are just band-aids which won't have enough rider participation to support the expense. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tie 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presses engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/17/2019 | Web Comment | 1 like the Interstate 85 Corridor | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| | | As a former transportation planner at GPATS who still lives in the City of Greenville, I wholeheartedly support this project. I have strong leanings | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed |
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| | | Towards the also routes include the world benefit the most righters and have the for the most sensible stops (in larger citery support in project. That's storing realings' towards the also routes include the world benefit the most righters and have the most sensible stops (in larger citers). This is something i've been interested in for a long time, even before my transportation planning days. I believe this would greatly benefit the southeast in so many ways including environmentally, economically, quality of life, etc. 1 think connecting to each of the three major airports (atl, gyl-spart, Cit) is the smartest strategy as well. Thanks for getting this kick-started!!! | |
| | | | Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/12/2019 | Web Comment | | FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| | | | |
| 9/20/2019 | Web Comment | I believe you should look at providing a high capacity transit alternative using a high speed automated transit network (ATN) that parallels and uses the I-85 corridor right of way where possible. And use feeder loops of ultralight ATN to connect at mobility hubs to high speed ATN. | The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and GDOT wish to avoid delay in implementing service in the corridor while new technology is developed, tested, and refined. |
| | | | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | Written Comment | | FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| | | Despite the high cost with the I-85 option long term speaking or even shorter term, I think it will have the higher impact in a positive way. The fact that it cuts through the major cities, it will benefit the larger population and very likely to reduce traffic problem, as it gives incentive to people to take the train as man mode of transportation as they travel. | |
| | | | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
| | Written Comment | | Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | | FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| | | The I-85 corridor is my preference. | |
| | | | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
| | | | Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | | FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| | | | |
| | L | I-85 Alternative appears best suited to Greenville and Spartanburg needs while providing reasonably fast rail speed and maximum ridership. | 1 |

| | Written Comment | I-85 corridor seems the most viable for longterm success. The Southern Crescent layout is appealing for quick timeline to implement and capital cost and for environmental impact, but isn't projected to operate in the black. Thank you GDOT for leading the wya to better mass transit options in the | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
|------------|--------------------|---|--|
| 10/29/2019 | Web Comment | southern US. Either option 2 or 3. Just bring the railway system to Anderson. We need it and welcome it!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 Els analyses have not been identified to date. |
| 10/27/2019 | Web Comment | Let's go for the "I-85" or "Greenfield" Option. I love this idea | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Bedaulternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | I believe this project if greenit would be a great addition to the region. The Southeast, in general, is sorely lacking in infrastructure. Connecting these two major cities will likely have a positive economic impact on the region. As a young professional it will make the possibility of living/working in a larger city realistic. I personally favor the two faster options over Southern Crescent Corridor which is not much different from the Amtrak train I have used in the past in terms of speed- at least, not to the degree that it would warrant such a project. So, in closing, I say I-85/Greenfield Cooridor or bust! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I am excited about our area possibly getting a high speed train. For many years I have felt that this would be a great addition to the area, for business and pleasure travel. I feel that the I-85 or Greenfield Corridor would be excellent choices. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | While I like the stops on the crescent route best, I think the fact that it would be the slowest, while also being the least profitable and environmentally friendly, means it should not be the selected option. I like the stops for I-85 better than Greenfield, so that would be my choice. However the large difference in initial cost would make me ok with Greenfield as the selection too. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FLS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I support the corridor that includes a potential station in Commerce. My second choice is Athens, and the third is Gainesville. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tie 2 analyses of the sact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative press engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/29/2019 | Web Comment | I want this to happen and favor options 2 and 3 | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the 1-85 Corridor because while the I-85 genfrend better than the Southern Crescent Alternative, the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. TRA State DOTs also events are not construct an elevated viaduct through the area. Details of the Corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/29/2019 | Web Comment | I fully support a high speed rail between Atlanta and Charlotte. I think it would greatly benefit all regions that the rail passes through. I think the proposed I-85 rail or the Southern Crescent are great ideas. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the 1-85 Corridor because while the 1-85 performed better than the Southern Crescent Alternative, the geometry of the 1-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving 1-85 for future roadway projects, particularly through South Carolina. Finally, the 1-85 presetes engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/28/2019 | Web Comment | I am opposed to the Greenfield route. I believe the other routes would provide more benefit for more locations in Georgia. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. This Tier I EIS performed a desktop-level review of environmental impacts that would result from this Project and did not perform any fieldwork as part of this study. A future Tier 2 study will perform a detailed review, including performing fieldwork, to determine any environmental impacts that result from the Project. TRA and the Project Sponsor will work with stakeholders to develop appropriate mitigation strategies for any environments to help guide the development of the study. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/26/2019 | Web Comment | | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/25/2019 | Web Comment | in Tucker, as it would make it extremely easy for me to get downtown for work and to NE Georgia/Charlotte for personal visits. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 performed better than the Southern Crescent becarcer about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 presents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/25/2019 | Web Comment | alternative of not having anyway to go to work high-speed rail could get me into the larger markets that supports graphic design. I am a graphic designer. I am interested in public transit. Please expand the system and make it a reality. Thank you! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 performed better than the Southern Crescent Alternative, the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. TRA State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 presents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the 1-85 Corridor because while the 1-85 performed better than the Southern Crescent Alternative, the geometry of the 1-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 presents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | The only way to travel around is by car. The Crescent and Interstate 85 routes are very compelling even if they may be more expensive than the Greenfield option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 performed best the thest corridor is outport. Alternative, the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also experting I-85 the Corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/23/2019 | Web Comment | There is no reason NOT to follow already available rail or highway right-of-ways, versus the environmental & economic impact to local residents. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 performed better than the Southern Crescent Alternative, the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 presents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/23/2019 | Web Comment | This high speed rail option is wonderful to hear about and I am very excited for it to move forward. In my opinion not build is not an option. Of the 3 options I believe the I85 or Cressent option would be best from a personal use, but all 3 any significantly better than not build. I live half way between atlanta and Charlotte and drive to both often, taking a high speed train would be so much better, especially to get to both major airpirts. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternative, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the 1-85 Corridor because while the 1-85 performed better than the Southern Crescent because the corridor's geometry limited maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving 1-85 for future roadway projects, particularly through South Carolina. Finally, the 1-85 presents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/22/2019 | Web Comment | In favor of the I-85 or the Greenfield Corridor. Being able to get to and from Atlanta, Greenville and or Charlotte would be huge for us personally and business wise. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 performed better than the Southern Crescent because the SCorridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 persents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/24/2019 | Web Comment | The Greenfield option would have too much impact on private homeowners and potential detriment to the Enoree River. I strongly oppose that option. Would be better to follow 85 or existing railroad tracks | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. In this Tier I EIS, FRA and GDOT performed a desktop-level review of environmental impacts that would result from this Project and did not perform any fieldwork as part of this study. A future Tier II study will select an exact route within the Greenfield Corridor Alternative, and will perform a detailed review, including fieldwork, to determine any environmental impacts that result from the Project. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. At this time, funding and a Project Sponsor have not been identified for a Tier II study. |
| 10/22/2019 | Web Comment | I believe it should come through Gastonia. It's the largest nearby city outside of Charlotte. It's on route (I-85) from Atlanta to Charlotte, and would provide a way to encourage easy transportation for work, college students, etc. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alds oupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative performed the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 10/23/2019 | Web Comment | As a resident of Tuxedo Park, I am in no way interested in having a railway running along the Enoree River. This would essentially be in our backyard. I believe the better option would be to have it run parallel to interstate 85. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tie 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
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| 10/23/2019 | Web Comment | l am not in favor of the Greenfield option. I would rather see it parallel to 185 | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the EIS. |
| 10/23/2019 | Web Comment | I vehemently reject the greenfield project. Too many impacts on greens spaces, rivers, animals. I would vote on the 85 project. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the EIS. |

| 10/25/2019 | Web Comment | I am thrilled at the prospect of this project. Hopefully, I will see it come to fruition in my lifetime. I wanted to weigh in on the validity of the proposed corridor alternatives and train technology. While I am very sensitive to the socio-economic impact that the Southern Crescent line could have on the small towns it would serve, I can't endorse that option. I, for one, would have no use for a 5 to 6-hour train ride to get me to Charlotte when I can make that drive in under four hours. Given the lack of interest and continued subsidization of the Amtrac service that currently already uses that line it seems to be a waste of money to further invest in that option. If the people are going to pay for the rail system, it needs to benefit as many people as possible. I would probably be happy with either of the other two options. However, given that the ISG corridor has a more positive impact on the socio-economic category and the least impact on Parklands and Wildlife Refuges and Cultural and Historic Resources, I would most likely endorse that option. After end to end travel time, which will, in turn, impact the diverted trips category, those three categories are my top three concerns. I also like the fact that the IBS alternative shows potential stations in places closer to high-density living areas (i.e., Greenville and Spartanburg). It would be prudent to plan for the continued influx of people moving from outlying areas to the inner city. Stops providing easy access to the downtown areas of Greenville and Spartanburg would definitely be an asset. My initial thoughts on electric versus diesel technology would lead me to endorse the electric option. Common sense dictates that more people will use a faster option and electric appears to fit tha tbill. Additionally, from an environmental standpoint, I would think electric would be a better option. I would like to see additional detailed information regarding each option. | website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South |
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| 10/23/2019 | Web Comment | I do not support the Southern Crescent. It is too slow. No stops are easy to access. No stops are ADA compliant so cost listed would probably double There is no connection to public buses or sidewalks. I do not support Greenfield. It had zero benefits for SC. It negatively impacts rural communities and landowners. It does not create a SC regional system. It poses health and safety issues. I DO support I85 and feel running the train in the median or above it makes sense. No land would be needed except for stops, ATL-GSP-CLT are all off 85. It creates tri-state regional system and an Upstate SC transportation system needed for projected growth. It is the only one that helps SC and since most of it will be in SC it needs to help our state not hurt it. What is the cost to SC? Who from disability organizations are part of your committee? Wish it would be in place in my lifetime. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and altracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, S CAt anould require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the EIS. Any newly built rail facilities will fully comply with ADA regulations. To date, a community adivisory committee has not been established for this Project. However, throughout the study process GDOT met with community groups and other stakeholders |
| 10/19/2019 | Web Comment | Preferred Alternative is I-85, need to limit number of stops to major metro cities to allow for high-speed rail to actually be effective and reduce travel time. I see no reason for multiple stops in Atlanta or Charlotte, but needs to connect with already existing rail system in cities. I don't see a need to connect to the airports, if someone is flying, they will fly to Charlotte, Greenville, etc. I would use this as long as total travel time, including time for me to get to stations, is less than driving and there is access to other modes of transportation at hubs. Ticket price point for travel also needs to be competitive to air travel, as travel by rail right now via Amtrack is not competitive enough or quick enough to warrant use. | Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the EIS. |

| 11/4/2019 | Web Comment | The route illustrated for the Southern Crescent seems the most appealing to me. It also appears that many of the estimates for this route are based on a 4+ hour travel time however, page 2-34 of the Alternatives Considered document show a possible travel time of approximately 2.5 hours (2 hours, 34 minutes). If ridership and other estimates related to the Southern Crescent are based on the 4+ hour shared+dedicated track alternative, I'd like to see the estimates revised in light of the 2.5 hour SC shared track travel time estimate. In any case, I would prefer to see the Norfolk Southern Atlanta approach. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 ES analyses have not been identified to date. It appears that the comment misstates the description of the Southern Crescent Alternative. Its estimated trip time is 5 hours 34 minutes, not 2 hours 34 minutes. |
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| 11/4/2019 | Web Comment | Utilizing the current Crescent Line infrastructure seems to be the most cost efficient choice. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/4/2019 | Web Comment | I would like to give my opinion that Toccoa, GA is a perfect venue for high speed rail. The tracks are already in place. Visitors would visit the military museum, Ida Cox festival, and Toccoa Falls to bane a few sights. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Corriscon Alternative because its genometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/4/2019 | Web Comment | Atlanta to Charlotte Old C resent line | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/4/2019 | Web Comment | Please use existing lines to save time and money. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altarnat and confirmation of the route into Altarnative. FRA dismissed the chart two as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| | | I love the proposed Crescent route as it would service the greatest amount of people in between Atlanta and Charlotte. I feel what would make that route the clear choice would be a stop at the Greenville-Spartanburg Airport, like the Greenfield route has. That way, you reach the greatest amount of people as well as the three airports along the route, opening up this entire corridor in a way that no other region in the Southeast has done. Best of luck, I hope this gets done! | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| 11/4/2019 | Web Comment | | Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | We want high speed rail through Toccoa, Ga. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | Please utilize the Cresent rail | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | I'm in favor of the train. Also I'm in favor of stops/stations in Tucker GA and Toccoa GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| 11/4/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | Please use the existing tracks through Toccoa | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

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| | | Needs to come thru Toccoa | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | I favor the Crescent route (through Suwanee, Toccoa and Clemson.) Seems to me it would require the least amount of work to make an ATL to CLT high speed rail line possible. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | Gdot utilize the existing infrastructure on the crescent line, the most cost efficient option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, |
| 11/4/2019 | Web Comment | | as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | I would like the GDOT to utilize the current infrastructure on the Crescent Line to accomplish the high speed rail. I believe that would be the best option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
| 11/3/2019 | Web Comment | | Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | Please utilize the existing infrastructure, crescent line | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 11/3/2019 | Web Comment | I am commenting to suggest creating the rail corridor by utilizing the infrastructure currently in place provided by the Cresent Line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tire 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotter, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 11/3/2019 | Web Comment | We want you to use the existing track that Amtrak uses coming through Toccoa GA. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/3/2019 | Web Comment | Choose the Blue line! Most cost effective and better for the local economy!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/3/2019 | Web Comment | Choose BLUE! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it segmentry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/3/2019 | Web Comment | Choose the blue option! Using existing infrastructure! It's the only option that makes sense. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 11/3/2019 | Web Comment | Please choose the blue line. Using the existing infrastructure and most likely the most cost effective corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 11/3/2019 | Web Comment | Expressing support for high speed rail on Crescent line with a stop in Toccoa, GA | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | I feel using the Crescent rail line for high speed rail between Atlanta and Charlotte would be the way to go | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the routes that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/3/2019 | Web Comment | This is concerning the proposed extension of a high speed rail corridor that would extend from Atlanta to Charlotte, NC. And I ask the GDOT to utilize the existing infrastructure on the Crescent Line, the most cost efficient option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/2/2019 | Web Comment | Please use the crescent line | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| | | Please use existing Toccoa rail line | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| | | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
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| | | I am all for it going through Toccoa. Plus it is way more cost effective. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
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| - | | We would like to see the high speed rail from Atlanta to Charlotte utilize the Crescent line and stop in Toccoa. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| | | we would like to see the lingh speed rail non-Adalia to chanotte dance the creatent line and stop in Foccod. | frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Correlative. FRA dismissed the other two |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier |
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| | | I would like to suggest that the lowest cost route be used for the high speed train from Atlanta to Charlotte. d like | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| | | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
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| | | Lwould like to see the surrent roll through Tessee utilized | Thank you for your support. A Destarted Alternative has been identified in the EFIS (DOD /refer to Section 3.4 in the EFIS (DOD) and it is to be to be a section of a section of the test of test |
| | | I would like to see the current rail through Toccoa utilized. | I nank you for your support. A Preferred Alternative has been identified in the FEIS/RUD (refer to Section 2.1 in the FEIS/RUD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier |
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| | | The Railroad that could possibly run through Toccoa is a God sent. Toccoa is a place that is growing and changing. I believe that Toccoa will be a | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| | | HUGE attraction and Asset to the GA economy in the near future, and a line like this one will benefit GA as a whole. More than the other proposed lines will. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | A route through Toccoa would make my travel needs extremely better for health care and recreation! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | Please use current Norfolk Southern route thru Toccoa as this seems to me to be the best and cheapest route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | Please choose the route through TOCCOA! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| 11/2/2019 | Web Comment | | limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | I would love to see the new train line utilize an already existing rail line through Toccoa that offers more stops and times for our community. We have limited public transportation and this could expand job opportunities for our community as well as decrease traffic on 365 and 85 to Atlanta or Greenville! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, |
| | | | as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
| 11/2/2019 | Web Comment | | Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 11/2/2019 | Web Comment | Please use the existing railway in Toccoa, GA. We would welcome the added opportunities for commerce and visibility. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 11/2/2019 | Web Comment | It seems that using the existing track/tracks would make this a no-brainer. This would have to the cost immensely. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | We believe the train line through Toccoa & Gainesville would be beneficial to those who travel often to Hartsfield Jackson Airport from the NE Georgia area. It would certainly reduce the necessity of traveling through metro Atl to get to the airport and MARTA is not accessible from NE Ga. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the route into the other time the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | Please utilize the existing infrastructure and use the crescent route for the proposed railway to Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | Use current line through Toccoa, Georgia | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 11/1/2019 | Web Comment | Use the existing line | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it gerformed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it gerformed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 11/1/2019 | Web Comment | Please consider using the rails that already exists for the new high speed train. We would Love to have them come through Toccoa. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Alternative. FRA dismissed the other two corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | Allowing the corridor to be placed into the heart of the small town of Toccoa would result in a positive impact on the economy by bringing more visitors and potential businesses. It would also bring about an easily affordable travel method to pass through toccoa into a bigger city. The town needs traffic and a stimulus to the economy and I think that this would bring both. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the project. How no Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | Recommend using the crescent line since it is existing and will save funds | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | I would like to express my desire to see a high speed rail system developed on the current Crescent infrastructure in place. Having traveled in other countries that utilize high speed railways, I am excited about the possibilities for Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 11/1/2019 | Web Comment | Please use the most cost effective corridor using the current Crescent line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 11/1/2019 | Web Comment | Please use existing infrastructure on the Crescent Line which is the most cost effective option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | Using the existing infrastructure on the Crescent line makes the best sense environmentally and financially. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | Please utilize the existing infrastructure on the Crescent line. It just makes sense and disrupts the fewest people and land. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | I feel like the Toccoa Route would be a great option since it is the least expensive. Although the route is the longest time-wise, it is significantly cheaper and more resourceful to use already existing infrastructure. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it is geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 11/1/2019 | Web Comment | Please utilize the existing infrastructure on the Crescent Line in Toccoa. Thank You. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative, han one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 11/1/2019 | Web Comment | I support the use of existing infrastructure along the crescent line as this is most economical option . | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | The Cresent Line would be the most cost effective solution. And it would already use the current infrastructure existing on the North-South line of Southern Railway. I'll be happy to attend one of your meetings if another is coming in the near future. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | GDOT I would like you to consider utilizing the existing infrastructure on the Crescent Line, the most cost-efficient option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | Would love to see this come through Toccoa. It would be the cheapest and most efficient plus this little towns needs some attention. It would be a perfect stop to explore a downtown area plus be close to so many outdoor hikes. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it genometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

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| 11/1/2019 | Web Comment | Support running the route via existing corridor on Amtrac rails through Toccoa. Saves money and will probably be used more. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tire 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | The idea of a new high speed train is exciting news. The best route would definitely be the proposed route through Toccoa, GA. According to news reports, it would be the most cost effective choice. Toccoa has a lovely downtown area with several restaurants and many shops which would cater to travelers Toccoa is full of history such as the stories of the Band of Brothers and Olympic Gold medalist Paul Anderson- a lovely museum is located steps away from the Amtrak station. Toccoa is a lovely representation of Southern charm which any traveler would enjoy experiencing. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because itog gometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | Please use the existing infrastructure to bring the high speed rail through Toccoa. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative lines that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | I would like to urge the state of Georgia and all other parties involved would they ask for a high-speed train through Toccoa Georgia to please use the existing line with Norfolk Southern I go another small communities sure could use a boost by doing this and it also would save the state millions of dollars doing so. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| 11/1/2019 | Web Comment | I'm very much in favor of the Corredor coming through Toccoa. It will save a lot of money by utilizing existing lines. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 11/1/2019 | Web Comment | Go through Toccoa | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed theouter two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 11/1/2019 | Web Comment | Respectfully request the route that stops in Toccoa for high speed rail. Makes the best use of existing track and is the most efficient route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | Please utilize the existing infrastructure on the Crescent line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact roue into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/1/2019 | Web Comment | I feel the existing infrastructure (Crescent Line) should be used for the high speed rail line link between Atlanta and Charlotte. We live in a country that needs to get back to some economic basics. The citizens can't afford extravagant costs. To me it is a no brainer which route to choose: a \$2 billion, \$8 billion or a \$13 billion - \$16 billion line. Let's use some common sense and build the \$2 billion rapid rail line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rall with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| 10/31/2019 | Web Comment | Does not make sense to take private land when the RR could easily follow the current rail lines | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/31/2019 | Web Comment | I work for Currahee Military Museum in Toccoa. We are actually located in the same train depot that is currently used for Amtrak stops in Toccoa. Since our museum depends on tourism, we are always suggesting to our visitors and potential travelers to use Amtrak. Another option for faster travel with different hours would be a win win for tourist, vacationers and business travel from Toccoa and points north to Atlanta, especially the Atlanta and Charlotte airports. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the stat are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/30/2019 | Web Comment | I would prefer route one that goes through Clemson because it brings a lot of easy options for Clemson students and faculty members. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the stat are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/30/2019 | Web Comment | It makes most sense to follow an existing rail linemost likely cheaper and could be completed faster. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petalled frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. Imited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/30/2019 | Web Comment | The world certainly does not need more rail grade crossings for the motoring public to disregard! So using the present Cresent line seems more practical and economical. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | First I'd like to state my support for this project, I believe that this and many more high speed transit systems will make our country more globally competitive as well as create a more equitable society. I'd also like to state my support for the proposed Crescent route as I believe it would be an enormous economic asset to a region which has long needed additional industry. I intend to do everything I can to support the continued growth and acceptance of this project! | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the route that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/30/2019 | Web Comment | The upstate route going through Greer on the Crescent line would be a boom to the already growing Greer inland port which has great economic impact on whole state also would be cheapest route to take. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/29/2019 | Web Comment | Requesting DOT to use the existing infrastructure along the crescent line using Toccoa as a stop. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Autanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it second the nort into Competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/29/2019 | Web Comment | Would like for the highspeed rail Atlanta to Charlotte to come through Toccoa, GA, where we already have Amtrak. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than the T II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/29/2019 | Web Comment | Please use the existing infrastructure along the Crescent Line for the route to Charlotte. It will be cheaper and help the economies of the small towns along the route. It's also more scenic. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the or to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/29/2019 | Web Comment | I wish to express my opinion for routing of the rail line along the current infrastructure using the crescent rail line that is already in place, and to include a stop at the Toccoa Depot. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/29/2019 | Web Comment | I prefer the Southern Crescent route with a stop in Toccoa. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/29/2019 | Web Comment | Whole I will fully support any of the three corridor options, it seems to me that the downtown Greenville stop would be best for most ridership. Ridership will grow as well as people realize they can live in Greenville and be in Atlanta or Charlotte for work in an hour or so. I would expect major population growth in our area for that reason alone. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/28/2019 | Web Comment | Northern route is very desirable and preferred. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative. Nore than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/28/2019 | Web Comment | High speed rail is long overdue for the south. Of the corridor options outlined in the documentation, it is my opinion that the Southern Crescent is the best choice. Since high speed rail is controversial and has a reputation for being expensive while providing little benefit, it makes sense to go with the most economical option that will provide service to the largest number of people. The increased number of stops on this route as well as the lack of disruption to existing infrastructure makes it a solid choice for the South's first foray into this transportation technology. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/28/2019 | Web Comment | l prefer either the Norfolk Southern Railroad route or the Interstate 85 route for the rail system. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without argrade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the 1-85 Corridor because while the 1-85 performed better than the Southern Crescent Alternative, the geometry of the 1-85 Corridor allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State ODTs also expressed concern about preserving 1-85 for future roadway projects, particularly through South Carolina. Finally, the 1-85 performance are available in Chapter 3 of the EIS. |

| 10/27/2019 | Web Comment | Current Crescent line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative. Nore than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/27/2019 | | I applaud your consideration of an alternate train for the CLT-ATL route and encourage you to pursue this. For years I road Amtrak from G'ville to Birmingham for business, rather than drive the distance and I avoided the horrible ATL traffic. I booked a rental car to pick me up in B'ham and made sale calls for a week. My business associates who had never used public transit in Europe, didn't understand my enjoyment of the no - stress travel arrangements. I vote to use the existing tracks for economic reasons, but urge a private/public co-op to upgrade them. Currently Amtrak trains are often delayed because of issues with commercial trains, which take precedence over Amtrak. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismised the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/26/2019 | Web Comment | Use crescent line which is already in use and savings can be used for upgrades or other projects. Track maintenance could be shared, improved and there is a upgrade being done on the rail station being done now. Most cost effective and seems a more direct route since this is to link major cities. Moved here (Toccoa) 4 years ago from Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative used is geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/26/2019 | | As someone who moved just outside of Charlotte now, but frequently travels between the two cities and GSP, I think this is a great travel option! I do think any ability to utilize current infrastructure (even with some upgrades as needed) is a much more cost efficient option and much less environmental impact than others. This would also, I would think, lower the revenue to cost ratio in the immediate and longer term as it is sharing infrastructure with a track and other stakeholders. Having an option to connect to gsp for both Charlotte and Atlanta folks would also increase the number of individuals who purchase flights to and from GSP as tickets are typically cheaper there as I have found the last 8-9 years. The economic impact to all connected cities would also see an increase being easily accessible by high speed rail service for day trips. I do think consideration of cost to outfit emergency access does cost a significant amount. The risk of something happening requiring mergency access does cost a significant amount. The risk of something happening requiring mergency access or natural things such as down trees happening. All in all. I think this would be a great asset though | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project Sponsor and funding for the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Since the proposed high-speed rail line would have no atgrade crossings, would be fenced, and would have adjacent trees removed, it would be extremeely safe, as high-speed rail lines what proven to be in other countries. |

| 10/26/2019 | Web Comment | Please consider the alternatives for the high-speed rail line to use the Norfolk Southern line or along the I 85 corridor passing through Gastonia, North Carolina. As the county seat, Gastonia would Support use of this rail line and has the infrastructure for parking to meet the needs of the line also. The population density would also help to support use of the line between Charlotte and Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the L8S Corridor because while the 1-85 performed better than the Southern Crescent Alternative, the geometry of the L8S Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 presents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the EIS. |
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| 10/25/2019 | Web Comment | I would prefer the first option with stops located in Greenville, Clemson, Greer, and Spartanburg. This would allow for further employment opportunities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/25/2019 | Web Comment | Huge supporter of the rail. I have family that lives in Atlanta and just myself settled down here in Greenville. I just purchased a property in Greer, SC and believe the rail would accommodate the growth of this area. Having an option of a ride share that saves time would encourage travel to the nearby cities. I, as well as my relatives, would be regular riders for sure. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Potaled frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the stat are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield |
| 10/25/2019 | Web Comment | I would like to see the high speed rail option that travels through Gainesville, GA using the existing Silver Crescent Track. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. Imited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/25/2019 | Web Comment | The use of the current infrastructure of the Cresent that comes through Toccoa, GA is recommended for the Atlanta to Charlotte railway. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/25/2019 | Web Comment | The option of using the existing Norfolk Southern line or a new line that follows I-85 are the best. The Greenfield option is not the best for Gastonia, as it will bypass our downtown. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT alos support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 performed better than the Southern Crescent because the corridor's geometry limited maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 presents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the EIS. |
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| 10/25/2019 | Web Comment | l would encourage the use of the existing rail corridor currently used by Amtrak and the Norfolk Southern Railway. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Alternative. FRA dismissed the other two as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the stat are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to |
| 10/25/2019 | Web Comment | I would like to let my voice be heard on the proposed plans for a high speed rail corridor that could come through Toccoa, using the Amtrak's Crescent Line. I am currently em[plowed by the Chamber of Commerce and work as the Welcome Center Manager. I see this opportunity as an asset for not only the new train, but also for our community. I have several people come through during the week asking about our train service. They are impressed by our facilities and that we have this in our city. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also Support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| 10/25/2019 | Web Comment | Please consider using the Crescent Line/Norfolk Southern/Amtrak line that is already available in Toccoal Excellent facilities. Excellent location. We would travel this line regularly if it was made available. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RAA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/25/2019 | Web Comment | Love this idea and love the route that has a proposed stop at Clemson. I would utilize this form of travel to go to Charlotte or Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RAd dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Betailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/25/2019 | Web Comment | In regard to the high speed rail, I ask that you please utilize the existing infrastructure on the Cresent line through Toccoa. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative. Nore than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/25/2019 | Web Comment | In regard to the high speed rail, I would like to encourage use of the existing infrastructure on the Cresent line, through Toccoa. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because its performed best in meeting the Purpose and Need of the Project. FRA dismised the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/25/2019 | Web Comment | Use the current Norfolk attack route | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/25/2019 | Web Comment | Please give rights to have a high speed AmTrak to use the existing Norfolk Track through Toccoa Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximu speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| 10/25/2019 | Web Comment | I would like to have the highspeed rail service that is proposed to run Atlanta to Charlotte come through, and stop, in Toccoa, Georgia. We currently have the rails coming through Toccoa. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

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| 10/24/2019 | Web Comment | I support the southern crescent option, as Greer is about to take off and having access to city centers is a much more car-free friendly option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative. Nore than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/24/2019 | Web Comment | Please do the last option that goes through Gainesville. There are many many people who have to commute from the university to Atlanta and back again. Students, alumni, faculty, and for all those games. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA elseited the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor alternative because it performed best in meeting to robust are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/24/2019 | Web Comment | The crescent rail corridor would be a fantastic choice for the high speed rail. This alignment will be the cheapest saving billions of taxpayer dollars, and it likely will have the quickest build out. In addition, the crescent alignment will also provide a transportation alternative for the thousands of Clemson fans that travel to the town for football games. Go Tigers! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lover level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/24/2019 | Web Comment | highly support to connect and enhance transportation through upstate SC Clemson Oconee County Industry Power Plant ie Seneca has active rail line | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/24/2019 | Web Comment | l support option 1. Crescent line | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/24/2019 | Web Comment | Please build the Southeast Corridor!!!! The economic benefit would be enormous. The Southeast corridor would connect Clemson University to major cities and airports, and allow the talent and research to spread throughout the southeast. Also, this could help with the sprawl of Atlanta and Charlotte. More people could live farther out without having to drive. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petalled frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its performed best in meeting the purpose and Need of the Project. Imited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| 10/23/2019 | Web Comment | I have family in Atlanta and Charlotte and I will still drive. I would lived in the Northeast and rarely took the high speed train from Boston to NYC. Go with the less expensive option, less disruptive to established communities Don't think people in the South are as used to public transportation as up North | Thank you for your support. A Preterred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/23/2019 | Web Comment | A route for the high speed train along the existing Crescent corridor would make the most sense. The population of potential Georgia stakeholders are greatest in the NE Atlanta suburbs. The project would need a substantial source of funding through fares, and both the density and affluence in these areas would best support such a model. Additionally, infrastructure improvements along the Crescent corridor close in to Atlanta and Charlotte could assist in lowering funding hurdles for improvements/extensions of state or local light rail options. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southerr Crescent Corridor Alternative because it performed best in meeting the or construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/23/2019 | Web Comment | I prefer Suwanee thru Gainesville line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Creesent Corridor Alternative also using longer travel limes that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/23/2019 | Web Comment | I support the project to build a high speed rail connection between Atlanta and Charlotte. I suggest following the Crescent route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/23/2019 | Web Comment | I strongly support the expansion of public transit in the southeast, and I believe that the proposed blue line from Atlanta to Charlotte running through Gainesville and Greenville would be the most impactful. If we here in the South are going to compete with the larger interconnected regions like the northeast in the coming years, especially in wooing large corporations as traffic worsens and we run out of roads here in Atlanta, then we must drastically overhaul our outlook towards public transit. The devil is in the details, and I hope that, when planning this type of project, there is no cronyism or foolish self-dealing, because, if done correctly, this type of project could pave the way for healthy economic growth in a multitude of industries in our great southern region. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/23/2019 | Web Comment | I and numerous others, greatly prefer the new highspeed rail to use the I-985 and current Amtrack corridor. It not only passes through more cities to gain additional passengers with more possible destinations if needed in the future, but it would be less stress on the environment than through east GA and be away from the current traffic and construction issues on the I-85 corridor. With a current rail line already in this path, it should also have less construction costs. | |
| 10/23/2019 | Web Comment | By all means, the Crescent route is the most direct and most efficient. Please choose this one!!! We need it :) | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altarnat and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/23/2019 | Web Comment | I really liked the Cresent Route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/22/2019 | Web Comment | The cresent corridor is the best option | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/22/2019 | Web Comment | Great idea!! Hope they build it. Too bad it is just to Charlotte because I drive to Burlington, NC a lot. It will help with traffic!!! 1 like the blue and rec line better more the blue one because it goes through more GA cities. The red I feel will cause issues on I-85 when being built. The green passes few big towns after metro Atlanta. It is nice it goes to Athens but then it goes to Anderson and not another city again til Greenville. The other two reach more cities. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the 1-85 Corridor because while the 1-85 cerformed better than the Southern Trescent Alternative, the geometry of the 1-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving 1-85 for future roadway projects, particularly through South Carolina. Finally, the 1-85 performance are available in Chapter 3 of the EIS. Atlanta - Charlotte is part of the larger Southeast Rail Corridor that covers the corridor between Atlanta-Greenville/Spartanburg-Charlotte-Raleigh-Richmond and Washington DC, where it connects with the the Northeast Corridor Commission adopted the southeast Regional Rail Planning/tational-rail-plan. The Southeast Corridor commission.org/copy-of-commission-reports-1. |
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| 10/22/2019 | Web Comment | We need this. Please consider the route that comes closest to Hall and Forsythe counties. This has been the fastest-growing area in Georgia for some time. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/22/2019 | Web Comment | I would be in favor for avtesin route. (for my location preferably the blue route only because getting to Gainesville has become a nightmare) however I do think doing something to improve safety and traffic between Clarkesville and Cleveland and improving safety on 365 should be a higher priority. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. TRA dismissed the southern Crescent Corridor Alternative because it Istudy may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/22/2019 | Web Comment | Build additional tracks along the Norfolk Southern corridor at 110-125 mph speeds. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/22/2019 | Web Comment | I support the Crescent route due to its using an existing rail ROW thus reducing environmental impact and lessening the cost for infrastructure. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/22/2019 | Web Comment | The proposed high speed train connecting Atlanta and Charlotte is a wonderful plan! My husband and I are frequent travelers and would LOVE to be able to take a train from Toccoa to various airports. Please approve this plan. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Because of Gwinnett County's resistance to extending MARTA, the hope for Hall County/Gainesville having any rail connection to Atlanta is far, far away. And it would be a plus to take high speed rail into Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | Residents of Gainesville, GA, would love to be able to ride a train to the Atlanta airport, to cultural events in Atlanta and Charlotte, to visit relatives, and would find MANY other reasons to ride instead of drive that long distance!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Potalied frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the purpose and Need of the Project. FRA dismissed the southern Crescent Corridor Alternative because it performed best in meeting the run ot competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/21/2019 | Web Comment | I believe the best high-speed rail option is the 268 mile Norfolk Southern route. It would go through the heart of Hall County with a major population. There is no other public transportation in this area to speak of and is desperately needed for commuting into the city of Atlanta including the airport. The nearest Marta station is in Doraville which is over 31 miles away. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/21/2019 | Web Comment | My preference is #1: using the Southern Crescent ROW, as I understand the materials. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlatna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Potaled frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best of the orbit of the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/21/2019 | Web Comment | I would prefer the existing Crescent line and Norfolk Southern approach into Atlanta. Please add me to the project mailing list. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/21/2019 | Web Comment | I think that high-speed rail service is a great idea for the Gainesville economy as well as convenience for travel. I have traveled to Boca Raton and their service (Brightline) is an excellent option for travel to reduce emissions of vehicles traveling on the roads. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact roue into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismised the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/20/2019 | Web Comment | Please bring high speed rail along the Amtrak line to include Toccoa to the airport! It takes 2.5-3hrs to get there from here by car. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismised the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/20/2019 | Web Comment | Please utilize the existing Cresent line for the expansion/upgrade of the Atlanta to Charlotte route. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/20/2019 | Web Comment | Favor using the Crescent line for high speed rail. Highly support addition of this type of transport, wild be very beneficial. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| | | Strongly support this high speed rail alternative. The route that includes Gainesville Ga would be well supported , especially by several large 55+ | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| | | communities that are interested in using alternative transportation. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | Glad to see state of GA embrace more rail to move people regionally. We need it so bad in the Southeast US. Prefer the plan that includes Suwanee | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RFA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | I would love to see the corridor chosen through Hall County (Norfolk Southern Line). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | The blue line please. A train stop in Gainesville Ga. would be nice so would a stop in Gafney Sc. 85 corridor is so busy and a train option would do well. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | I do not think this should go through Anderson, SC or Athens, GA. Athens is already a high population area due to the university and adding this will | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
| | | only make it more congested. Anderson is also getting to be a high congested area. I feel as if other options are a better idea to prevent these cities from getting more congested and causing more pollution. | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/18/2019 | Web Comment | I just wanted to state that I think the Atlanta to Charlotte Passenger Rail Corridor (Crescent route) is an AWESOME idea and would be extremely beneficial for another mode of transportation, hopefully lessening some of the traffic on the highways and interstates along this corridor. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altarna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/18/2019 | Web Comment | Offering this alternative means of travel will open the door to increase trade and help grow business and commerce in NE Georgia. We already have consistent, every day traffic on and off the Crescent Line in Toccoa, I am requesting GDOT use the existing infrastructure along the Crescent line, keeping Toccoa as a stop. Doing so will attract even more commuters and help grow NE Georgia. Our community has recently built a beautiful RailwayViewing Station and Amtrak is currently renovating the Toccoa Stationready for the new commuter train addition to the existing Crescent Line. In fact, they may be updating our rail platform specifically for this rail corridor | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/18/2019 | Web Comment | I think the route through gainesville is the best route, we already have the rails and a depot,Gainesville is a fast growing area and we need more transit options | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petalled frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best of the secure to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/18/2019 | Web Comment | I respectfully ask you to go with the route that goes through Toccoa. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/18/2019 | Web Comment | The current railroad tracks from Atlanta GA to Gainesville, GA. toToccoa GA, to Clemson SC and to Greenville, S.C. and on to Charlotte NC should be the best route. Also for the proposed line to cross Lake Hartwell the span for the Northern route would be much much less than the other routes. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | Please utilize the existing rail line infrastructure along the Crescent line. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | I believe it would make sense to use the existing infrastructure on the Crescent line. It would also bring tourists through a beautiful and scenic area of Northeast Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
| 10/18/2019 | Web Comment | | Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. |
| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | | |
| | | I think this is a great idea and would love any of the corridor options. My rankings of the options, through Gainesville makes the most sense, followed by the Athens option and then the third option. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. |
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| | | | detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with |
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| | | | As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| | | Southern Crescent corridor to Greenville & Charlotte is my vote. Please continue to hold open houses for other corridors. | |

| Written Comment | I wish to comment on the proposed rapid rail line from Atlanta to Charlotte The rail line already exists and is barely used for people It is a disgrace that the only Amtrak stations in use in Georgia are Atlanta, Savannah and Toccoa If you wish to go from Atlanta to Savannah on rail you have to go to Charlotte or Washington and transfer The only passenger trains through Atlanta are a northbound at night and a south bound early in the morning. South bound atter Atlanta the next stop is Anniston, Alabama North bound the next stop is Toccoa at 10pm and then on north Atlanta is the hub of air transportation in the southeast but barely exists for rail service The service to Toccoa and beyond aready has the tracks in place It would be a simple thing for Congress/ ICC to change the schedules for freight traffic to allow passenger use for rush hours and the evening The rails and stations are already thereJust purchase passenger cars and engines and it is ready to go We are talking about instituting service in a matter of months instead of decades Also we are speaking of doing it for millions instead of billions This would be an immediate stop gap measure to relieve traffic on I-85 and Buford Highway If public hearings are held on this I would like to be notified | |
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| Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Chalotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | | | The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Commuter rail service is outside of the Purpose and Need of this study, however both of the Altanta and Charlotte metro areas have considered commuter rail services through other studies. |
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| c | ourt Reporter | | |
| | | I am proposing that the DOT do this project on an existing rail route on the Norfolk Southern Railroad, starting with commuter rail. Start in Hall County with several stops including Buford, Dacula, Duluth, Norcross and others; then from Norcross run an express train no stops straight to the Buckhead train station. This could be done in 60 days if they would hurry. Certainly it shouldn't take over a vear to do. There is existing rail because Amtrak runs this route every day. So I know it can be done. They have the cars and locomotives. All that equipment can be acquired for this. The rai stops would be nothing but a concrete pad with a shed roof, just like they use in Europe. In Norcross, the parking places are right down through the middle of town. The city has the railroad. In Duluth, public property is on both sides of where this proposed station would be. The City owns the property on one side, the school board owns the property on the other side. There could be a big rail station there. There are other stops further up | |
| | 1 | the line, and when you get passed Sugarloaf Parkway, there is a lot of vacant land up there for proposed rail. That would be true all the way to Hall County. This will take an enormous amount of traffic off 985 and 85. Right of way for the rail stops shouldn't cost over a million dollars. Operational costs would be minimal compared to operating MARTA rail. It is the most practical answer to rapid transit in Hall County down to Atlanta. It is the cheapest, can be built the fastest, and will transport the most people. I know it can be done because the state has already signed a contract with CSV for operating doing rail from Hall County to Checken County and uncleant the reader to would for the Jawwell blacked. | |
| | | CSX for operation doing rail from Hall County to Cherokee County and various stops. That property would require rebuilding the Howell Interlock where CSX and Norfolk Southern cross. This doesn't require rebuilding anything. | |
| | | I support building a high-speed rail system between Atlanta and Charlotte. I prefer the Southern Crescent alternative (for its linkage to key university and tech-centered cities) and the Greenfield alternative (for its linkage to Athens and the higher speed/lower trip time that the alternative would provide). I agree that it is important to look at the ability for an alternative to replace single-user vehicles and air travel between Atlanta and Charlotte in order to determine its effectiveness. High-speed passenger rail is very much needed within the nation. The SEHSR Corridor would go a long way to provide more efficient and environmentally-friendly travel between Washington DC and Atlanta. I believe that building this system would be a good use of tax-payer money. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Veb Comment | | |
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| | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
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| | Vritten | | |
| C | Comment | | |
| | | Student living on campus at UNC Charlotte. It may be worth looking at where the majority of the slowdown on the Southern Crescent corridor occurs. The population centers at Greenville and possibly Spartanburg do look like they need reliable and direct service not provided by the Greenfield route, and the I-85 corridor seems to have a high enough cost to not be feasible. If therw was some way to find an alternative with limited Greenfield serving Athens and perhaps Anderson and then connec to existing NS tracks along the Southern Crescent through Greenville and Spartanburg and maybe Gastonia and may reduce cost and have only a limited time cost. I know a fair amoun of Greenville-Spartanburg International Airport flights are connections to Charlotte-Douglas (though I am unsure of how much of overall travel that includes). There may be a lot of potential to compete with those short connections if a connection at Greenville-Spartanburg is direct enough to Charlotte-Douglas to be completifive considering time cost of security at airports. | |
| | Vritten comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 performed best in meeting longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 performed best through through South Carolina. Finally, the I-85 performed best on meeting longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 performed best on meeting the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternatives are available in Chapter 3 of the Tier 1 EIS. |
| | 1 | Prefer Southern Crescent connecting through downtown Greenville, however, +4 hours ride time is too long to serve majority of reasons I would ride. I-85 route would be next choice if it connected/had stop at or close to GSP. All 3 airports along route would be ideal. Priorities: ride time, connect through downtown Greenville, connect through GSP. Willing to pay extra taxes for something that is actually beneficial. | |

| 10/25/2019 | Web Comment | Do not want the rail system to take my neighborhood. It needs to follow EXISTING railway in place!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Alternative. FRA dismissed the other two as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its gerometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
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| 10/24/2019 | Web Comment | As someone that would possibly by effected by the Greenfield Option, I support the other possible routes except Greenfield. It appears that it only exists for an Athens stop, which seems a little ridiculous. The Crescent option seems to be the best choice especially since it goes through Clemson. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. This Tier I EIS performed a desktop-level review of environmental impacts that would result from this Project and did not perform any fieldwork as part of this study. A future Tier 2 study will perform a detailed review, including performing fieldwork, to determine any environmental impacts that result from the Project. FRA and the Project Sponsor will work with stakeholders to develop appropriate mitigation strategies for any environments to help guide the development of the study. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/28/2019 | Web Comment | Short of some Mickey-Mouse monorail, the fact that there isn't a single Mag-lev/High speed type train system, functioning anywhere in the land of my birth, from sea to shining sea; should be taken as, a point of national, not just regional disgrace. I'm all for the project! The Crescent line seems to make the most sense. My last commute, was 22 miles from Cartersvile to the PnR in Acworth, Express bus to Art Cnt Station, free shuttle to Atlantic Station, and the opposite, in the eve. 100 mile commute. I'd be impressed, if in 2019, you could actually catch a rail anywhere in Marietta, let alone Kennesaw College, or Cartersville, to the busiest airport on the planet, in our own backyard. Just another complete failure, by successive waves of no local vision or leadership. So I'm all for making Atlanta work by rail first! As one example, Marta needs to tunnel up to Kennesaw College, minimum! 20 years ago, they built a 30ft diameter, 2-300ft underground, Poop-pipe from Sope Creek to Chattahoochee at Moores Mill. Why does noone mention tunneling? Are we not allowed to have tunnels in the South? Ridiculous! How many miles of tunnels were constructed many decades ago in NV, and other cities? The European Chunnel is DECADES old! Use whatever worksa mix of above ground prefab stills, traditional ground level and miles of tunnels where you need it. No above ground impediments, go in a straight linepick a few choice locales to reemerge at station,not necessarily rocket science. The tubes could possibly be later retrofit for pneumatic, autonomous, or other high-speed tech as they become increasingly feasible, over time. But the path would be there. Thanks for listening! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Tier 1 EIS did not consider or evaluate an underground option for any of the Corridor Alternatives or sections of a Corridor Alternative. Tunneling costs are typically much higher than at-grade construction and, in some instances, alignments that are elevated on structure. Tunneling of sections of the corridor may be considered in Tier 2 environmental reviews if feasible, cost effective, or required to avoid existing obstacles. |
| 10/22/2019 | Web Comment | I have read the details on the High Speed Rail from Atlanta to Charlotte and I believe the best option is the Southern Crescent line. With Gwinnett county expected to be the largest county in the next 20-30 years, it makes sense for this line to take this route and cater to the heavy population. The I-85 route would be the next best option, but the potential for additional traffic on an already heavy travelled freeway, would be unbearable while construction would go on the median. High speed rail is desperately needed. On an east/west route since MARTA ends in Chamblee. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |

| 10/28/2019 | Web Comment | After looking at the 3 route alternatives for the new rail project, I feel strongly that the Crescent route makes the most sense overall. It follows along closely to an existing rail line and be less intrusive to the existing communities and businesses along I-85 interstate. Yes, its not as fast, but the cost is considerably lower and much less intrusive. On a personal note, I travel to Atlantar regularly. I don't think I would use the rail as by the time I drive to the train depot (where ever that may be), park, have to arrive early most likely and then when I get to Atlanta, someone would have to pick me up and deal with traffic in that location. So, for me, it would be a lot easier to get in my car and drive and that way I would not have to inconvenience anyone. Also, the times the train would actually run through my town may not work with my schedule to travel. I don't think its worth the money. Widen 1-85 from Atlanta to Anderson to 3 lanes. That would help ALOT. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology.North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/19/2019 | Web Comment | I am in favor of the crescent line. It could potentially provide safer alternatives to travel with convenient stops. I feel it could change how my family travels. Also, what is considered "high speed" and will it he affordable? I have looked at traveling via the station in Toccoa or Gainesville, but the price and amount of hours required to travel were at no advantage to driving or flying. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 11/3/2019 | Web Comment | Ih we been reviewing this project for a while-essentially since it was first announced several years ago. While I find myself largely agreeing with the Greenfield route, I strongly suggest that the respective DDTs reconsider some parts of the route. As is, believe the Greenfield route is fatally fixed in two areas, specifically the approaches to the Greenville/Sparathourg, the Greenfield route is fatally fixed in the Orsential Station only in the area of GSP airport fundamentally undermines the downtown-to-downtown concept of rail transit that is so attractive to potential consumers of such transit. Indeed, rail transit is most attractive when it can offer door-to-door service between approaches to eversal. Doing so necessarily reduces the benefits that can be garneed by directly serving the two primary cites of the Upstate region in terms of revenue and economic development potential as well. When presenting the afforsation primary cites of the Upstate region in terms of revenue and economic development potential as well. When presenting the afforsation presents the deficials statending the Charlotte meeting, a common refrain by several of the officials was to describe a hypothetical contained above was a scenario that while possible, may not necessarily happen, and was therefore by implication, a poor baccome argonal ransit hub, and the cites of Greenville and Spartanburg Charlotte the officials was to describe a hypothetical 30-60 minutes on train, and then ride for 45-60 minutes on the train when they could accomplication, a poor can hour. The second faral flaw is the approach to the Orachordte, hey here well and the approach to was a scenario that while possible, may not necessarily happen, and was therefore by implication, a poor bit to make the visuo distance of the train when they could accomplication of the Orachordte, hey here well and they could accomplication approach into west Charlotte, hey hey could scenario at hub, they could accomplicati and the ride for 45-60 minutes on the train when they cou | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comments unmaries will also be provided on the project vebsite. A Project Sponsor and funding for the Tire 2 EIS analyses have not been identified to date. The approach into Charlotte will be validated in the Tier 2 study, with additional analysis if necessary. |
| 11/2/2019 | Web Comment | Follow the interstate, but split at Commerce to catch Athens/Lawrenceville/Tucker. | There were 15 comments, or 0.006% of total comments, that referenced support for alternatives not considered in the Draft EIS. The Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity, and improving trip time and projected population and economic growth occurring along the Southeast High-Speed Rail (SEHSR) Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg, GDDT has identified eight transportation system capacity, improve to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth, improve regional transportation system connectivity: increase transportation system capacity, improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. The Project Need and Purpose can be referenced in Section 1.4 of the Tier 1 FEIS/ROD. During this Tier 1 EIS, each of the Corridor Alternatives was analyzed (e.g. environmental, ridership modeling, etc.) independently and for the entire proposed route versus on a segment level. Therefore, the observed/calculated potential benefits and/or impacts for each of the Corridor Alternatives are not transferrable or interchangeable to any of the other corridor alternatives. A future Tier 2 environmental review may evaluate variations or corridor hybrids that will require further evaluation of impacts related to environmental, ridership, stations, service operating characteristics and other potential benefits. |

| 10/25/2019 | Web Comment Web Comment | You should modify the Greenfield route to go through both downtown greenville and GSP airport. We would request that an alternate option to the greenfield option be selected for a high speed rail through south carolina. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. ERA dismissed the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of ations and the choice of propulsion technology. North Carolina DOT and South Carolina DoT also support this Alternative. Betailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will also be provided on the project website. A this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/25/2019 | Web Comment | Please pursue a true high speed rail route that prioritizes passenger travel over a shared corridor with freight. Atlanta and Charlotte (in addition to Nashville) are the foundation of the southeast's growing economy in the United States. Linking these economic powerhouses that punch above their belt considering existing density will be a boon to economic activity, infill development in-town, and provide true alternatives to single occupant vehicle travel and carbon emission heavy air travel. As Atlanta and Charlotte continue to grow in prosperity, connecting the cities with high speed rail will allow their economies to accelerate through healthy trade and easier access between one another. The corridor will draw in even more talent as it becomes easier to navigate between the two destinations. The slower approach will not make a significant impact on existing traffic or economy. In reality, the slowest approach will only hinder our economies moving forward as we would be decades behind the infrastructure capabilities and economic demands, warranting the modern technology. Meanwhile the fastest approaches, so long as they include train stations at economic hubs and walkable city centers, not just airports where you'd have to park and ride or rent another car. This is why I do not suggest one alternative to the Greenfield Corridor to include Athens, 6A, but also a portion of the I-85 Corridor to include Greenville, SC. Greenville is a growing economic destination as a city for people who want to trade and live. Bypassing Greenville's urban center takes away from the economic potential of a major opportunity for South Carolina and the southeast. It is absolutely critical we invest the financial capital to receive the conomic return than exist public transit to be albe to their destinations. Atlanta Charlotte have to await the set of set allor addition declared becarbit public transit or be able to the set shifts in carolina and the southeast of the Greenfield Corridor dedicated electric trackast. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I would like to see a combination of the I-85 and Greenfield options. The Greenfield route seems to bypass a lot of population centers in South Carolina and seems to exist mainly to link Atlanta and Charlotte without serving South Carolina as well as the other options. The Anderson station is far from anything, and Greenville and Spartanburg would have to both have some kind of transit link from the city to the GSP airport station. It would be good to explore a route that starts with the Greenfield option from Atlanta to Athens, then north of Anderson SC to serve a Clemson/Anderson station, along I-85 to Greenville and Spartanburg, and then back to the Greenfield route through South Gastoinia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | I would STRONGLY encourage planners to consider COMBINING routes. I am generally in favor of the "Greenfield" option, but its most significant drawback is its distance (i.e. station distances) from the central areas of Greenville and Spartanburg, if it's a viable option to route the line completely along I-85, then why can it not be routed along 85 for a portion of the route, namely through GSP? The Greenfield route is already veering sharply west and east to make a connection at the GSP Airport, so just do so separately, on the north side of Spartanburg and south side of Greenville, respectively. The old 85 (i.e. 585) in Spartanburg needs an overhaul anywayand the new 85 is never much more than a mile away at any point-so reconstructing the highway there with rail wouldn't be too disruptive, and having a station so close to the center of town (and by USC Upstate), would be well worth the trouble. I realize Greenville is more difficult, but it's even more important-since Greenville is the population center of the Upstateto have a station in Greenville actually easily accessible to a majority of the city's population. The same rationale for relocating the train station in Charlotte to the Gateway Districtshould be applied for getting train service as close to the center citles of Greenville and Spartanbug. But if routing the corridor through the countryside is cheaper, easier, and will provide faster service, then by all means do that, but just outside GSP. COMBINE ROUTES!!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/22/2019 | Web Comment | I am in favor of developing a rail line with stops in Atlanta, Greenville-Spartanburg, and Charlotte. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Please add a stop in Greenville, SC. This would make it so much easier to reach Atlanta. This should connect the airports as well. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 9/24/2019 | Web Comment | Has any consideration been given to modifying the Greenfield routing to more directly serve both Greenville's & Spartanburg's core areas? The routing already makes a significant diversion north to access the airport, so how much additional cost would be added if that diversion was stretched to the east & west, so that the route passes through (or much nearer) to the downtowns? | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | A hybrid of the routes should be considered, specifically the Greenfield route from Charlotte to GSP and then pick up either the I-85 or Southern Crescent route to Atlanta. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | I support a hybrid route that includes downtown centers instead of airports (esp. Greenville). Such a route better connect other forms of transportation. If a hybrid is not viable, I encourage the southern crescent route for the reasons above. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | I would strongly encourage the alignment to NOT share usage with freight (i.e. Crescent). While I like this alignment in where it serves, sharing with freight always makes passenger service slow and unattractive. We need a reliable high speed rail service that's offered during normal passenger travel times. For example current rail service between Atlanta and Birmingham has awful time options for taking the service, and is not convenient. As far as alignment, I prefer that the HSR service making a connection to Athens, but would suggest that when heading east that the high speed rail line after Athens reconnect to the I-85 alignment so that it gets closer to Clemson than the greenfield option would. Connecting Atlanta and Athens to the heart of Greenville and Spartanburg is important, as all these cities are big draws for local travel and connecting college towns offers a generous pool of potential riders. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/17/2019 | Web Comment | Given the complexity of this project, I suggest splitting the Greenfield alternative into several phased pieces. The proposed Greenville Spartanburg station at GSP airport is very close to the existing Crescent route. A short piece of track could allow for a combination of Greenfield from Atlanta to GSP and existing track from GSP t Charlotte. This adds complexity to alternatives analysis but could also reduce cost or allow for phased construction. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | is there any way to combine the 1-85 and Greenfield options to connect with Athens but also have another option in Greenville besides only the airport (based off the Greenfield option)? As Greenville grows, having a stop that is closer to the city (like the Southern Cresent option) will likely help divert more car trips in terms of convenience. Also, I like how the environmental comparison chart considers environmental justice. Does the environmental analysis look at the entire life cycle of the construction process (i.e. building materials, etc.)? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT and Soupport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Court Reporter | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | Essentially, I am interested in seeing a hybrid between some of the corridors. I like the Green ine that goes to Athens in Georgia, but in South Carolina. I like the alignment that follows the existing railroad tracks through the various towns and cities. I like the connections to like Gaffney and Spartanburg, Greenville and Clemson. I think that is a very valuable connection because those are historic communities that need development. I have noticed that some of the criteria about where to encourage development – I am wondering if they considered where development is needed. Atlanta and Charlotte are growing very fast. Rural parts of Georgia and South Carolina don't need new development, they need development in the communities that exist. So that's why I would like to see a hybrid alignment that goes through Athens, Georgia and follows the railroad track in South Carolina. That's it. | |
| 11/4/2019 | Web Comment | I strongly oppose a mass transit being built through my county/ city. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/4/2019 | Web Comment | Not important when you can't fix the bad road in Atlanta first. Waste of money when a ride to Charlotte only 3 1/2 ride what's the rush besides a plane. Taking advantage of construction up 85 not going to be the same after it take 25 year to build this high speed rail . | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 11/4/2019 | Web Comment | Train to Charlotte is a huge waste of resources. Flights are cheap and effective. This is completely unnecessary. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 11/4/2019 | Web Comment | I do not want a fast track railroad this close to my house! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/4/2019 | Web Comment | Do not want it in Madison County | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/3/2019 | Web Comment | I do not want the high speed rail. It will be overpriced, take up land, and run behind schedule just like California. There are alternate transportation routes available that people can use. People should not lose their land for this boondoggle | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA dismissed the other two frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/3/2019 | Web Comment | Please do not bring high speed rail through Madison county | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA dismissed the etailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/3/2019 | Web Comment | Not here please. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/3/2019 | Web Comment | No. We do not want a high speed rail line through our community. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

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| 11/3/2019 | Web Comment | Please don't do this! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/3/2019 | Web Comment | No thanks. We live in farm country because we don't want the pollution, visual and environmental, or the increased people. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/3/2019 | Web Comment | We are apposed to bringing this rapid rail line through our county, Madison county. This area is one of the truly rural and farmland areas in this part of the state, and we don't need our farms and timberlands split in in half just to benefit our neighboring counties to our south. We love our rural setting which has already been compromised with this multimillion waste of taxpayers money on this new bypass road that you recently bulldozed through our countryside. Thanks for your consideration. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/3/2019 | Web Comment | Do not put the rail system through Madison county!! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the commant summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/2/2019 | Web Comment | We have HUGE needs to replace 50 plus year old bridges and drainage systems. Without showing how our taxes will cover the long term financial requirements to maintain these facilities, i cannot support a project of this magnitude. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The analysis shows that operation of this high speed rail service would be profitable, as is typical of high speed rail lines in heavily-populated corridors such as this. |
| 11/2/2019 | Web Comment | We have HUGE needs to replace 50 plus year old bridges and drainage systems. Without showing how our taxes will cover the long term financial requirements to maintain these facilities, i cannot support a project of this magnitude. | Thank you for your comment. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have copportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The analysis shows that operation of this high speed rail service would be profitable, as is typical of high speed rail lines in heavily-populated corridors such as this. |
| 11/2/2019 | Web Comment | Please no rail going through! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 11/1/2019 | Web Comment | The Greenfield high speed train option is NOT OK. I am against putting these tracks on private property. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/31/2019 | Web Comment | Clemson is already too congested and to far from 85 for major community access without imposing on local traffic. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina Tom and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/31/2019 | Web Comment | A truly dumb idea that is way to costly. Another high speed rail boondoggle like the one in California. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/30/2019 | Web Comment | Unhappy with these routes being planned through Cherokee county without any access being given for our residents. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/30/2019 | Web Comment | We do not need the high speed rail from Charlotte to Atlanta. We have the interstate system (that we already have to pay for) and planes. We also do not need the high crime that comes along with your rail proposal. We pay enough taxes for the roads maintenance, so we do not want to be taxed more for something we don't need. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the TIE 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/29/2019 | Web Comment | No public transportation in the US is profitable and is subsidized. This project will be no different. IE it's a waste of money. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summarises will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The analysis shows that operation of this high speed rail service would be profitable, as is typical of high speed rail lines in heavily-populated corridors such as this. |

| | | This is BORING. We already have Amtrak and nobody rides it. Why not go with a HyperLoop? That would be an investment to get excited about. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail |
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| 10/29/2019 | Web Comment | | with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and GDOT wish to avoid delay in implementing service in the corridor while new technology is developed, tested, and refined. |
| 10/29/2019 | Web Comment | I believe we have wasted enough money on AMTRAK over the past 30+ years. If this project is feasible let a private company invest their own money and keep the tax payers off the hook. Our deficit is too large to support this type of project. These always go way over budget anyway. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/29/2019 | Web Comment | The concept of a rail line that spans from GA to NC is beyond asinine. The cost far outweighs any benefit. Perhaps we should focus on our internal issues before lining the pockets of whatever contractors and officials are wanting this ridiculous expenditure of a project. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/29/2019 | Web Comment | Do not like the whole idea. Too much money. Go get on a plane. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/29/2019 | Web Comment | I beleive this is a bad idea and a waste of our tax dollars .ga cant even fix the roads and tracks they alright have. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/29/2019 | Web Comment | This is a waste of taxpayer money. The demand is and will be far too low compared to the cost of building the track and infrastructure. This old idea of fixed point to point construction is highly inefficient and does not accurately predict travel preferences years into the future. So, drop this idea. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and SoupOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/28/2019 | Web Comment | I am against this proposal because I do not believe a high speed rail project is a viable alternative to other less costly alternatives. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tie? 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/28/2019 | Web Comment | Waste of money. We need a train system in the city first. Expand Marta!!!! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/28/2019 | Web Comment | This is a terrible idea and a financial blunder that makes no economical sense. There are many different less costly options than a high speed rail project. Look at every high speed rail project in the United States and they are all failures. Why even hate time talking about such a project. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tie 7 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the T1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The analysis shows that operation of this high speed rail service would be profitable, as is typical of high speed rail lines in heavily-populated corridors such as this. |
| 10/28/2019 | Web Comment | Hello. My name is Timothy Scipio and I am an active resident of Tuxedo Park. Our community is along one of the corridor options for this high speed rail. As a member of our HOA, we are actively voting against the option of the high speed rail option through Greenville. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/28/2019 | Web Comment | Please DO NOT run that thing this way!!! Keep the traffic and congestion out of Athens! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and Souport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/26/2019 | Web Comment | No to this Atlanta-Charlotte rail. Save taxpayer money. Airlines are faster, the infrastructure is already in place and being utilized. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and Support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/26/2019 | Web Comment | I do not approve. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and Support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/26/2019 | Web Comment | This is NOT ny. la. or chicago AXE it altogether. We don't want nor need this crap in the deep south. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/25/2019 | Web Comment | Way too expensive! Move on. Nothing to see here! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/25/2019 | Web Comment | Total waste of money. Especially since there is an airport in both Charlotte, NC & in Atlanta,GA Cheap to get on a small puddle jumper plane to get from one place to the other. No need for an expensive rail line between these two locations. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/25/2019 | | to much of your time it is one of the single worst ideas I have heard in recent history and am completely opposed to building it or spending more on studying it. Cease and desist forthwith. Sincerely, Mark Holzkamm | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | | Boston to NYC best known for speed of failures and rising costs. My favorite comment was in response to Public Hearing concerns about crossings used by school buses. CT shoreline too congested to safely lower gates. Response: Buy shorter buses and move pupils closer to drivers. Sad. There was more. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | Web Comment | I'm sorry, but i see nothing good coming from this project. I don't need a high speed option go get from Atlanta to Charlotte. I'm OK with how long it takes to get to Charlotte now, and i'm not willing to lose more green spaces to something like this which is not needed | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | Web Comment | This project will be just as wasteful and inefficient as the California High Speed Rail Project. Please do not waste my money on this boondoggle. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/24/2019 | Web Comment | Have you looked at the success of the Atlanta Street Car Project? This project will be the same, a billion dollar walst. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/24/2019 | Web Comment | I do NOT wish to have this High Speed rail coming through my neighborhood. Use the I-85 corridor | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. FRA selected the Greenfield Corridor Alternative berside the alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative preformed well, the geometry of the I-85 Corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 10/23/2019 | Web Comment | no we dont need a rail corridor to charlotte, and i wasnt aware of any open house meetings on this so far but i might attend if given enough notice. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier JEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | Our state can't even get Marta rail expanded. Why do this state allow voters to vote on mass transit but can put up toll lanes or roads without public vote? It is like paying taxes to build the roads then charging is residents to use it. Scrap this plan and connect the Georgia regions with high-speed rail first. 14 Billion dollars wouldn't even be the price for doing that. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | Waste of money | Thank you for your comment. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | This is a waste of tax payer money. | Thank you for your comment. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/22/2019 | Web Comment | While it may be nice to have something like that, it takes me 4 hours to drive there from Atlanta. Spending \$15 billion to shave two hours off a 4 hour drive doesn't seem like a good use of taxpayer money. If it was an 8 hour drive in 4 hours, that would have a better reason to look into it. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/22/2019 | Web Comment | I am not in favor of a high speed railway cutting through the Braselton/Hoschton area. This would severely inhibit the productive growth of residences in this area. It would also negatively impact traffic as drivers would either need to reroute or deal with even more congestion to avoid rails. Find another path for this train! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/22/2019 | Web Comment | I think it would be a terrible waste of tax-payer money just like the HOV lanes and reversible lanes. Don't do it!!!!!!! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/22/2019 | Web Comment | 15 Billion while traffic fixes are being delayed in the Atlanta area? What's more urgent, fixing the gridlock here or building this unnecessary project at this absurd cost that will probably be more like 25 billion with cost over runs: a route that takes 28 minutes to fly and as little as 3 to 3 and a half hours to drive. Whose crazy idea was this? And how much money did the study cost? This will never happen. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA dismissed the other two frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/22/2019 | Web Comment | Stop with the trains. Stop with the trains. Stop with the trains. For the love of all things good in the world, Stop with the trains. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/22/2019 | Web Comment | Fixed guideway is no way to move people in 2020 and beyond. Stop the madness and wasteful spending. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/20/2019 | Web Comment | There should be no rail between Charlotte and Atlanta. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| | | I say a Big NO for high speed rail service to ATL. We need to put our money into our own community. Like schools, teachers, housing. There are | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail |
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| 10/19/2019 | Web Comment | a laready several options to get to ATL Bring the Light Rail to Gastonia and Mooresville to ease local traffic first. Make it easier for local people to expand their area to work on the city of CLT. | with frequents expression of stations and the statistical matchine and the statistical statistical statistical and the statistical statist |
| 10/19/2019 | Web Comment | This is an idiotic waste of taxpayer funds. Focus on Georgia transit with out tax dollars. We've seen the 'bullet train' scam out in Californiadon't bring that to our Great State! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 to subject the subject on of stations and the choice of propulsion technology. North Carolina DOT and South Carolina BOT analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/18/2019 | Web Comment | The money that would be spent on this project would be better spent on Traffic flow problems here in Georgia. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/18/2019 | Web Comment | We must first fix our infrastructure streets Plumbing sewer water before we even think about this project | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/18/2019 | Web Comment | There is not a rail line that Amtrack runs that can break even, unless it is in the northeast corridor. This will be an incredible waste of money, and will require taxpayer funding for multiple decades, if it ever breaks even. Money would be much better spent on other modes of transportation | Thank you for your comment. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEI5/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The analysis shows that operation of this high speed rail service would be profitable, as is typical of high speed rail lines in heavily-populated corridors such as this. |
| 9/25/2019 | Web Comment | Please do NOT have the corridor go through Oconee County (Southern option). We don't want ANY part of it. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/30/2019 | Web Comment | I think the train would be a massive money pit. Still if any train runs the 85 corridor it must stop in Spartanburg and gville. Stopping in Anderson would be ok but Spartanburg and gville are a must. GSP in Spartanburg would be acceptable. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

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| with Cor as v frec det the |

| | | I am aware that there are several potential routes for the railway. I am against the Greenfield line and hope that one of the alternative routes | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail |
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| 10/24/2019 | Web Comment | rain aware that there are several potential routes for the rainay. I ain against the Greenheid line and hope that one of the alternative routes would be considered. Thank you for reviewing my feedback. | In any you to your comment. A Pretered Alteriate has been under that the PES/ADU section 2.1 in the PES/ADU shall its to Ingin-speed all with frequent service operating on dedicated tracks without at-grade roadway crossing in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | Web Comment | Please don't consider the Greenfield project east of 85 for the rail line. While I'm in favor of the rail line, let's not ruin our neighborhoods in the Five Forks area. It's way overcrowded as is and our infrastructure has not kept up. All our roads are in terrible condition and some very narrow. The traffic is unbearable at times. Work on our infrastructure before you make a decision to make it even worse. Seems like all Greenville wants is hurried progress without looking at the big picture of traffic and road concerns. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | Web Comment | Please do not choose the Greenfield option. This will directly impact my neighborhood/community area and we enjoy the nature/woods/community that is already here. Thank you | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | Web Comment | AGAINST GREENFIELD OPTION | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | Web Comment | Please do not chose the option for the high speed rail to be close to the Enoree River neighborhoods. (Along Highway 14/Batesville/Anderson Ridge.) There is much private property there & more than enough congestion - with no plan to alleviate in sight. Many of us purchased homes in Pelham Falls (the Enoree River literally runs along it) for its serenity. Choose the path less traveledplease! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | Web Comment | I object to the greenfield option. As a neighboring homeowner, it will have an impact on a highly residential area in and around the Five Forks area. To me the options along already existing tracks presents less impact on existing home and property owners. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA dismissed the other two frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | Web Comment | I am opposed to a railway through or near Five Forks and/or rhe Enoree River in the Greenville/Greer cities of South Carolina. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/24/2019 | Web Comment | The idea of a high speed rail is great but we DO NOT want the greenfield option. That option will go through private land near our homes and schools. Our opinion is to follow 85 or the other tacks that are already there. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/24/2019 | Web Comment | I am strongly against the greenfield line option. This would significantly impact many people's quality of life in enjoyment of our property which we have worked so hard for. I am concerned about the environmental impact, traffic, and noise pollution the project would cause. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | Do not choose Greenfield option. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | I noticed that the Greenfield Route seems to come very close to our house and am Strongly opposed to this being built near where we live. I do not think it is wise to increase traffic to Greenville in general with any kind of rail line. As it is, our infrastructure is already struggling to keep up with the growth without this added rail line. NO from us!!!! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will be main a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | We oppose the Greenfield Corridor alternative, as it would run right through our backyard and destroy our neighborhood property values. We are at Batesville Rd and Hwy 14. The track would run along the Enoree River at that point. Which borders our beautiful neighborhood of 400 houses, Pelham Falls. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | The geenfield railway is not currently laid out in the best configuration. There is enough country open land to avoid going through or directly against the many neighborhoods that are on the current path that is laid out. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/23/2019 | Web Comment | Greenfield option not okay | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/23/2019 | Web Comment | Strongly oppose the Greenfield Corridor option as it directly impacts my neighborhood, personal property, and routes to and from school and work. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Petailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | I am completely opposed to the Greenfield option for the railway. People are not going to want to stay here or move into this area near a railway. stick to I85 or along an existing railroad. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA dismissed the other two frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | Phase 2 study should be focused on utilizing existing transportation corridors and not running through rural areas. Greenfield routing should not be considered. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project necord and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | Opposed to Greenfield option. Live close to the Enoree and would disrupt our neighborhood and commuting to and from work and school | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | This plan affects far too many residences in an area that is developing, not commercially, but with neighborhoods. A high speed rail would negatively impact the neighborhood environment, decrease property values, and disrupt the peace and tranquility for which many of its residents located here. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | Oppose the Greenfield corridor | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. The Alternative, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/23/2019 | Web Comment | Oppose the corridor following the Enoree river between neighborhoods at Vines Creek. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Response to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/23/2019 | Web Comment | Very much opposed to cutting into suburban area not otherwise on a highway or railway. The Greenfield option does just this - straight into the Enoree river and my back yard! This is beautiful natural habitat that you would disrupt when you have two other options that would stay on a current system or with the highway. Please do not move forward with the Greenfield option! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also have opnortunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| | Written Comment | | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| | | 2 options without much takings and one that will ruin a peaceful suburban/rural area - the Greenfield line. Please do not go the Greenfield line. The Engree is basically In my back yard. We have a top of wild life and natural resources here we don't want to lose. We are very opposed to this rail | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail |
| 10/23/2019 | Web Comment | | with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/22/2019 | Web Comment | Reading that the Greenfield option is the preferred route, how can the impact on developing counties such as Jefferson County and the destruction of family neighborhoods and property values be mitigated against a ridership that will provide zero financial benefit to the county or those who will be displaced or see investments become devalued. Other corridors with existing right of way already exist without the negative environmental or negative financial impact this proposal places on the taxpayer in these regions that will gain no benefit. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 11/4/2019 | Web Comment | NO. I live about 1.5 miles from proposed greenfield route. I found out about this last night. The meetings should be held in locations where the lines are being proposed. I am adamantly against any high speed rail line through north east GA, but especially against one that would travel through quiet farming communities. I foresee nothing but problems for the citizens that will have to live with this in their backyard. The local papers should have been notified about these meetings so that they could have let the residents of these areas know what was being proposed. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/12/2019 | Web Comment | I want it to be understood and stated that our area (being Anderson area I-85) has already been through enormous negative changes to our farm and surrounding. Our area is sought after for the peace and being rural. We purchased our horse farm 15 years ago specifically to be in a quiet area due to the nature and inherent risk of horses and riding due to their skiddish nature. I would fear liability issues with my lesson kids. Now we have numerous neighborhoods being built all around us and a new huge plant being built right beside Brookstone Meadows golf course brining in 18 wheeler truck traffic like crazy. This area of Anderson School District One is already unhappy with changes in our area and I am absolutely certain there would be intense resistance from this community. Please consider my strong feelings on this. I will share this information with other leaders in my community and be sure we all attend the community meeting. Thank you for your time and consideration. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/29/2019 | Web Comment | Would make more sense to run rail to Florida than Charlotte. Oppose this senseless venture. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Atlanta and confirmation of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tir 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://ailroads.dot.gov/rail-network-development.The Southeast Corridor Commission acopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission's webiste, https://www.southeastorridor-commission.org/copy-of-commission-reports-1. The Southeast Rail Corridor covers the corridor Commission acopted the southeast Regional Rail Planning Study, the final report is pos |
| 10/24/2019 | Web Comment | I see no need for this. I would rather see it between Raleigh and charlottelets concentrate on our own state first | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and Souport this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tir 1 FEIS/ROD. Responses to the comment so the study. All comments will remain a part of the project record and will be summarized in the Tir 1 FEIS/ROD. Responses to the Comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/tauk/ the final report is posted on the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission's webiste, https://www.southeastorridor-commission.org/copy-of-commission-reports-1. The S |
| 10/23/2019 | Web Comment | I think the money would be better spent building a rail system around the metro area where it is needed most. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and Support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/28/2019 | Web Comment | This desire to build rapid rail to Charlotte is terribly misplaced. The desire should be to improve the rail system for the city of Atlanta and its suburbs where 6 million people sit gridlocked every day because no one is funding or planning a better, more comprehensive rail system for our city. Spend some time in New York, D.C., Minneapolis, Boston, etc. to see successful transit systems in action. It is a pleasure to visit and do business in those cities and have no need of a car. I've never heard ANYONE in Atlanta and, "Boy," Boy, Tour Charlotte by rail today!" Instead, people are cursing because they've missed another of their child's soccer games or the start of a show, or are late for work again because they're stuck in traffic. Expand the rail system in Atlanta! Never mind Charlotte! | with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, |
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| 10/28/2019 | Web Comment | Why is this under consideration? What is the demand for this rail route? It seems that this is another waste of taxpayer money for a project that won't be self-supporting through actual ridership. Why don't you consider expanding local rail service to Clayton County first? You already have a station and parking garage going unused next to Clayton State University that would be a far more beneficial route for people. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GOOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The Purpose of this Project (in Section 3.1 of the FEIS/ROD) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Local transportation is beyond the scope of this Project. It should be noted that Atlanta area commuter rail service sharing the high speed rail tracks, which could serve Clyton County can be considered in a Tier 2 analysis. The analysis shows that operation of this high speed rail service would be profitable, as is typical of high speed rail lines in heavily-populated corridors such as this. |
| 10/22/2019 | Web Comment | Are the people who vote to approve this willing to pay the difference from their own pockets when ridership fees are not enough to cover cost of construction and operation. The world has enough trains that people don't ride. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Details frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment is umarise will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The analysis shows that operation of this high speed rail service would be profitable, as is typical of high speed rail lines in heavily-populated corridors such as this. |
| 10/22/2019 | Web Comment | After reading the alternatives and projected costs, I believe this is not a good use of funds. We need to use that money to improve surface roads and existing highways instead. Commercial truck traffic will continue to grow as consumption of goods increase so we need viable and realistic road improvements. A train system is a nice to have however you can not deliver goods on it to stores and businesses as the rails will not go to where they need them. Also it would do nothing to help the current roads | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/22/2019 | Web Comment | This is a waste of resources. Outside of the NY/DC corridor, nearly every passenger rail line requires huge annual subsidies. Why would you think this will be different? Why would I drive 45min to rail station, wait 30-45min for train to leave on 2.5hr trip, take the time to rent a car in Charlotte to complete my journey, all of which would take the same amount of time for me to drive directly to my destination? Use the money to widen I-85, which is 15 years overdue. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. The analysis shows that operation of this high speed rail service would be profitable, as is typical of high speed rail lines in heavily-populated corridors such as this. |
| 10/22/2019 | Web Comment | DO NOT WASTE MONEY ON HIGH SPEED RAIL SYSTEM FROM ATLANTA TO CHARLOTTE. Fix 85 and add an 80mph express lane for hybrids and electric carsboom. 15 billion saved. Include electric shuttles for those needing public transit. We ALL know 15 billion really means 20+ billion and years of delays. I can think of a lot more pressing needs for that kind of money than bragging rights to an unnecessary high speed rail line. I can only imagine the corruption in awarding the contracts for this little gem. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/21/2019 | Web Comment | About the largest and dumbest expenditure to keep a heartbeat. Kill this idiocy. Atlanta to Charlotte has ZERO of the ties of any of the Northeastern cities that require transiting from or to Philly or NYC or Boston. This is stupid.Widen the highway. Make getting on and off safer. Develop more train traffic of truck products, already in place. | |
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| 11/4/2019 | Web Comment | | FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |
| 11/4/2019 | Web Comment | A stop in Asheville would be nice and valuable to the region. Not only do we feel very isolated out here in the mountains due to the lack of public transportation to other major cities with airports, but tourism in this area has increased drastically and is projected to do so even more in the future | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summarises will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and the Southeast Corridor states believe that high speed rail will be quickly embraced when it is available. High-speed and intercity passenger rail service in several corridors in the Southeast is in various stages of planning. |
| 11/4/2019 | Web Comment | This rail line needs to happen and come through Anderson SC | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I'd like to see a stop in Anderson. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. |

| 11/4/2019 | Web Comment | I think is a fantastic idea to make them pass through Tucker | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/30/2019 | Web Comment | Need to put the station in around the Simpsonville/Fountain Inn area; like SC-417/SC-146 intersection or SC-101/SC-146 intersection. Then have a spur line from that station to GSP or a shuttle service to GSP. Train needs to have over an average speed of over 200 mph including the time at stops along the route and another trains (1) or more per hour during no peak hours and eveny 15 min during the morning and evening rush hour windows) or it will never be seen as better than driving. Station parking should be free or it will lose the financial benefit of using vs a car. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/30/2019 | Web Comment | Why not straight up I20 , connecting colleges, businesses and the capital of SC?. Better climate and splits the state allowing the possibility of feeder lines to Columbia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comments unmarizes will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and the Southeast Corridors in the Southeast is in various stages of planning. |
| 10/29/2019 | Web Comment | I see nothing for York county citizens. We would still have to go to C"lotte airport. To do that, we might as well catch a flight. Is this going to stop at all the extra cities in #1 or just travel nearby? If not actually serving the cities, choose the faster route. If serving all the cities, use the route with the most stops, more passengers would use it. But if you have to travel very far to use it, i think people might choose to fly instead. I would like to see a route plan serving York county, SC. After all, travelers going to and from our new PANTHERS' headquarters will need it. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date. York County could be served by a S. Gastonia station along the Greenfield Corridor Alternative. |
| 10/29/2019 | Web Comment | If, I'm not mistaken, Norfolk Southern has a parallel right of way in Cherokee County, just past the Spartanburg County line where tracks used to run years agothat could save money to procure property, if that right of way still exists and where it starts and ends | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier II study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts. As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service. |
| 10/28/2019 | Web Comment | Please add Augusta Georgia as a stop | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summarises will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and the Southeast Corridor states believe that high speed rail will be quickly embraced when it is available. High-speed and intercity passenger rail service in several corridors in the Southeast is in various stages of planning. |

| 10/26/2019 | Web Comment | I support the project. I hope it will have a stop in downtown greenville or a light rail link from Downtown to the main route very important that the high density downtown have rail access to the route This proposed high speed rail line definitely needs to come as close as possible to downtown Greenville | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/25/2019 | Web Comment | | frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Stops in downtown Greenville and near the airport at GSP are critical in Upstate SC | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | I recommend having the Greenfield line stop in Rock Hill/ Fort Mill. One of the fastest growing areas in the entire country. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and the Southeast Corridor states believe that high speed rail will be quickly embraced when it is available. High-speed and intercity passenger rail service in several corridors in the Southeast is in various stages of planning. |
| 10/22/2019 | Web Comment | Why not have the red line stop at the Greenville-Spartanburg Int. Airport as well? It is already going very close to it, and would add more trasportation options/flexibility than just having the green line stop at the airport. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/21/2019 | Web Comment | PLEASE do not add a stop to Suwanee. Lawrenceville is a better alternative. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | An Atlanta-Charlotte route through Winterville would be a plus for northern Georgia. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | If this High speed Rail is built. Is it gonna make a stop in Greenville/ Spartanburg? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/18/2019 | Web Comment | Can't really tell the difference between the location of these options, but I think there should be planned stops near the historic districts and parks. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. RA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/15/2019 | Web Comment | I think the corridor should not exclude the following: the Atlanta Airport, the Multi Model Passenger Terminal, Athens, Clemson, Greenville, Greenville Airport, Spartenburb, Charlotte, and the Charlotte Gateway Airport. I think including both Clemson and UGA would be essential to any corridor considered. Thanks for looking into it! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatina and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/13/2019 | Web Comment | The proposed station in Athens. Do you have a good idea where it would be located at or is it still too early? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/7/2019 | Web Comment | From the map it runs through Cherokee County, SC, but there are no stops. Shouldn't have at least one? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | Definitely need a SC upstate stop. Certainly downtown Greenville or GSP would make sense from a density and people standpoints, but it looks like something slightly outside town would be cheaper and keep the speed in high speed. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | Ideally the high speed rail should connect Atlanta airport, Greenville Spartanburg airport, downtown Greenville, Charlotte Airport. Travel time of | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | 4:35-5:34 using Southern Crescent route would be a deterrent to use. Please serve downtown Greenville! Take freights out of the cities and serve the population densities where they live. If I have to take a shuttle to the train station, I might as well go to the airport. Build a hybrid of greenfield but include Anderson, Greenville, and Spartanburg. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | Written Comment | Consideration should be given to moving the proposed Anderson SC station to a location between Clemson University and City of Anderson. This would make the line more convenient to more potential riders. This would allow for a more straight route to the Greenville Spartanburg Airport proposed station while making the rail more accessible. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| | | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/22/2019 | Web Comment | How will stations in Atlanta or Greenville be built? My home town of tucker stands to greatly benefit but realistate in Atlanta and Greenville is rather expensive. Also if the I85 corridor were used, how would space be allocated in urban areas. These are all things that I presume are answered in the 2008 study of course. If this plan went ahead, would more local trains like Lawrenceville to Heathfield-Jackson via Tucker and Atlanta be operated, as this would likely be a popular corridor if the price were set right. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/25/2019 | Web Comment | The cheapest most convenient option - the Crescent line gets my vote. However with these modifications: (1) we need a spur to Athens (Gainesville- ->Athens) in which case I support the Gainesville-Suwanee-Doraville-Atl approach because it will interconnect with MARTA (2) there must be DIRECT connectivity to Greenville-Spartanburg Int airport whichever route is chosen and (3) OMIT Toccoa and Greer stations (the less stations the better) | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/29/2019 | Web Comment | The Southeast high-speed rail corridor plan should include some kind of connection to the Myrtle Beach area. There are a number of people, like my husband, who travel weekly to Atlanta for work. Flying is beyond expensive. Traveling by car means overnight stays and time away from family. To have the opportunity to catch a high speed train would allow people to have access to additional jobs that they otherwise my not be able to take. For people who do have travel, it would cut down on expenses and decrease the amount of time spent away from families. It would also benefit the tourist industry in the Myrtle Beach area allowing easier access from other parts of SC, Georgia and up and down the east coast. Access to high speed train from Myrtle Beach would also help alleviate the traffic on the already congested highways and interstates. Please consider adding a stop in the Myrtle Beach area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlatna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and the Southeast Corridors in the Southeast is in various stages of planning. |
| 10/26/2019 | Web Comment | If this is simply a question of whether or not there should be a high-speed rail connection between Charlotte and Atlanta, then the answer is an unequivocal yes. If the question is whether this connection should take priority over other connections, then the answer is almost certainly a "no". First, neither "city" is a destination - as a Charlotte resident, I have no interest in voluntarily traveling to Atlanta. I also see no reason why somebody in Atlanta would choose to travel here. Second, neither city has earned any belief that their residents would willingly pry their selves away from their cars. Both locations are designed exclusively around the auto, with transit given a half-hearted nod. If only a minuscule portion of the population of either location would consider consistently traveling within their own town by any means other than an auto, is there any reason to believe that they would opt to travel between cities by rail? Third, both "destinations" would be the end of the line. If travel by high-speed rail from here to Atlanta, them I'm stuck in Atlanta. If an Atlantan travels here by high-speed rail, then they're stuck here. However, if a connection was created between either location and DC, then that would open up all Acela destinations. High-speed rail between Charlotte and Atlanta? Yes. But only after connections have been established between more worthwhile places. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/RDD (refer to Section 2.1 in the FEIS/RDD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Use revised standard response. Add: The Purpose of this Project (Scoridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commision webiste, https://www.southeastcorridor-Commission.org/copv-of-commission-reports-1. The Southeast Rail Corridor covers the corridor Commision we webiste. State also has its own rail plan which is available on the state DOT website. States have also led feasibity studies, and in some cases, environmental analyses of specific corridors. |

| 9/20/2019 | Web Comment | Citizens of Augusta-Thomson GA-part of the Central Savannah River Area (CSRA) requesting inclusion of Atlanta-Charlotte Passenger Rail Corridor via existing CSX rail tracks; expand passenger rail service into middle Georgia where it has not been available for 50 years. Augusta GA population growth should be considered in your current studies of planning and is being requested herein. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives, although FRA and GODT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and the Southeast Corridor states believe that high speed rail will be quickly embraced when it is available. High-speed and intercity passenger rail service in several corridors in the Southeast is in various stages of planning. |
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| | Written Comment | Great project with three distinctly different and interesting alternatives. Would love to see consideration/inclusion of spur lines into major population centers off of a Greenfield line that stays as straight as possible (avoiding GSP). Similar to high speed in Europe that stay out of cities and preserve high speeds/low travel time. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/23/2019 | Web Comment | Finally. The Atlanta highway hub has been and continues to be an abysmal quagmire of vehicle raffic jams. In spite of the Peach Pass lane. It gets jammed tool And dealers just keep selling cars! And don't dwell on just one HSR spoke. Run one southeast into Florida. And one west southwest. And one northwest. Just over 100 years ago, the horse and buggy was replaced by the automobile. It's been long past time for the automobile to go the way of the horse and buggy. HSR will create lots of jobs! Cut massive pollution! And make it a *pleasure* to travel again! And take a hint from the countries that have had HSR for quite a while now. They've designed it to be *1st class*. And I'll bet 100s of THOUSANDS of folks would be *happy* to pay good money to travel in comfort, while not being forced to navigate the constant quagmire of interstate traffic. Thank you for allowing me to comment. Please feel free to pass it along. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Alternative and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission-ang/copy-of-commission-toports-1. The Southeast Rail Corridor Commision's webiste, https://www.southeastroridor-Commission-ang/copy-of-commission-ang/copy-of-commission-ang/copy-of-commission and southeast Rail Corridor commission such the state DOT website. States have also led feasibity studies, and in some cases, environmental analyses of |
| 10/23/2019 | Web Comment | We need to provide real incentives for the potential travelers in terms of time savings and cost savings. Reducing the travel time from average of the closet to 250 mile trip from 3:30 hours to 2:06 would be a good way to start (total travel time of 1:30min or less will definitely do it for me). But if the proposed speed is not going to get us there in less than 3 hours, then as a driver, it is very likely I wouldn't take the ride. Also, we need to start thinking about high speed train to other more "popular" locations such Washington D.C, Miami FL or even New York City. I traveled constantly throughout the Europe and Asia, and it really hurts me to see how neglected our nation's rail system is. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/26/2019 | Web Comment | Ballpark time frame in which the final decision of the route will be made? | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the Tier FEI5/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | How long would the project take to complete! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The remaining steps include completing environmental analysis, design, railroad coordination, right-of-way acquisition, construction, operator selection, train acquisition, and commissioning. While some of these may overlap, the process will take a number of years. |

| 10/22/2019 | Web Comment | What is the timeline for this? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summarises will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The remaining steps include completing environmental analysis, design, railroad coordination, right-of-way acquisition, construction, operator selection, train acquisition, and commissioning. While some of these may overlap, the process will take a number of years. |
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| | Written Comment | I would have liked a description of Greenfield and even what state it is in. I will google it however when I am home. I am interested in knowing what or who would be displaced. Thank you for informing ordinary residents that this is being proposed. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/20/2019 | Web Comment | What year would the option be finished that would connect Charlotte to Atlanta in about 2 hours? Also, where can we find more information about the meeting schedule to discuss? There are huge concerns around the Light Rail around safety and I'd like to understand how they will be safe. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment seminaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The remaining steps include completing environmental analysis, design, railroad coordination, right-of-way acquisition, construction, operator selection, train acquisition, and commissioning. While some of these may overlap, the process will take a number of years. High Speed Rail has no at-grade roadway crossings. It is extremely safe. |
| 9/30/2019 | Web Comment | Hello, How many years before the shovels hit dirt? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Alternative. FRA dismissed the other two Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment segarding Preferred on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The remaining steps include completing environmental analysis, design, railroad coordination, right-of-way acquisition, construction, operator selection, train acquisition, and commissioning. While some of these may overlap, the process will take a number of years. A Service Development Plan (SDP) was not developed for this Tier 1 EIS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, dispatched and maintained. |
| 10/28/2019 | Web Comment | what is the route of the proposed rail | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/25/2019 | Web Comment | Charlotte media argues the Crescent option would be the least expensive (\$2.3B) because it uses existing track currently owned by Norfolk Southern, but also says this route would "draw the fewest passengers." It also argues the maximum speed on the Crescent is 79-110 mph, which would not significantly improve travel times. By contrast, the I-85 option would cost \$15.4B and trains would speed along at 180 mph. The Greenfield option would cost \$8.4, and trains could travel the max 220 mph. My question is this: Are these facts and figures the best arguments for/against choosing an option? I live in Greenville and would prefer to NOT have the stop at GSP. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/22/2019 | Web Comment | What are the main factors that are differentiating the 3 options? What makes each one attractive? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina and Tanta and confirmation of the route into Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summarises will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Please see Chapter 2 of the Draft EIS for a description of the three alternatives. |

| 10/25/2019 | Web Comment | I am against the proposed Greenfield line as it will DESTROY many established neighborhoods that are located along this proposed line. I do not think the analysis has taken into account all the families this would affect. The line goes right through many neighborhoods. Wetlands and Wildlife that live along the Enoree would be disrupted as well. The I-85 corridor would be much, much less disruptive. | expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 presents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the Tier 1 EIS. Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The 51ste DOTs also supressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative area available in Chapter 3 of the Tier 1 EIS. |
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| 10/25/2019 | Web Comment | Are there plans for incorporating bike trails or other alternatives along the rail corridors? Are plans for physical and systems security being developed at this phase? Hello I would like to ask that the Greenfield route currently being considered as a possible route for the high speed rail NOT be considered. The other two routes would not cause mass disruptions to our suburban area nor would it lower our property value. Thank you. Sara Rudolph | high-speed rail systems have proven to be extremely safe. Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 Corridor and the Crescent Alternative, the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also |
| | Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives, exhedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Bike trails are not part of the Purpose and Need for the Project, but could potentially be considered along portions of the corridor during subsequent planning. The system will need to meet strict Federal Railroad Administration saftety regulations as well as the operating rules of the rail operator. Existing |
| 11/3/2019 | Web Comment | The Greenfield route doesn't make any sense to me. It is routed around the major upstate cities with a stop at GSP airport (not exactly a major hub airport). Shouldn't a high-speed rail service connect city centers which gives it a competitive advantage versus air travel? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/18/2019 | Web Comment | Which communities would be responsible for the cost of this project? Where would the line connect after Atlanta? Why would we install high speed rail when we're still so behind installing positive train control on our current system? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Currently, PTC is fully implemented and in operation on all required Class I route-miles. |
| 10/20/2019 | Web Comment | What will be the stops? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/23/2019 | Web Comment | Two years ago, we built and moved into our dream house at 105 Ledgestone Way in Greer, South Carolina. We love the area. It is quiet, the schools are excellent, and the community in general is great. At the time we purchased the land, we did not realize that we would come to live in the most affluent area in South Carolina. With the Greenfield Corridor alternative that I admittedly just learned about today via Nextdoor, I was met with complete surprise to see the rail path moving within 0.25 miles of my subdivision, Ledgestone. While I am a strong supporter of public transportation alternatives, I am extremely concerned about the disruption in the area from both construction and ongoing noise. I am concerned about the diminished property value that will likely accompany the disruption. I am concerned about the environmental impact and the wildlife that is already strained by growth. I am concerned about the potential traffic impact at roadways that are already exceeding capacity. I am concerned about public safety due to the near proximity of the proposed path to a fast-growing population center that your modeling likely hasn't accounted for. In summary, I believe that the proposal is taking away something from the community that cannot be restored. How will you ensure that our concerns are considered in your weighting system? As a taxpayer that will ultimately be funding the activity, how can you assure me that there will be compensation for the human impact in terms of health, environment, and financial well-being? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FAA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
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| 10/29/2019 | Web Comment | Will this project be championed by FRA or is GDOT the only project sponsor? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternative, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Althan and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT ald so support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tir FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | who are the main sponsoring agencies and officials working on this project? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Contact information for both GDOT and FRA can be found on the signature page of the Draft EIS. |
| 10/30/2019 | Web Comment | In order to decrease pollution, better public transportation must be developed linking major cities in efficient manners. Would the new rail use alternative fuels for lower missions? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Use of electric power propulsion is being considered. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |

| | | Looking at options Southern Crescent takes too long and stations are not AGAA/ADA compliant and do not connect with transit or direct road systems and should be omitted from further study. Greenfield does not create a regional transportation system is a huge threat for immeniant domain to land owners providing no true access in South Carolina. I see no benefit of SC and not support this option. The JeS option seems best at first glance to create a regional transportation system that has potential to benefit GA-SC-Nc. The proposed stops could connect to other transit systems and potentially benefit business and tourism for all. Some questions not answered: Where along I-85 would this run? What properties would be impacted? Is elevated rail considered? Is ABA and ADA accessible design included? Will all SC stops be included? What is the ask financially for the state of SC? What is the carbon footprint and impact? How does this impact rivers and lakes? Do the speeds and times listed include these stops in SC, it seems responses from meeting only included GSP. When would proposed routes run - days of week, times of day? Would these benefit times needed in SC equally together? How is this determined? Concerns: Takeing business away from those along route and GSP airport equating to loss of revenue and jobs in SC; impact of safety and noise around lines; imminent domain concerns; if using existing amtrack/NS line cost to upgrade stations for ABA/ADA accessibility, road, pubic transit, parking, etc. makes this SC options unrealistic; health and safety impacts - loss of trees, greenspace, threat to water, noise, has the disability community been specifically involved in research and planning efforts now? What processes. Please do not leave this critical piece out. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. South Carolina DOT supports the Greenfield Alternative. More in-depth analysis of environmental impacts will occur during a Tier 2 study. The Project will need to comply with ADA regulations, including level boarding platforms, and other operational characteristics of the service, such as schedules, will be determined at a later stage of Project development. A Service Development Plan (SDP) was not developed for this Tier 1 EIS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, dispatched and maintained. |
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| 10/22/2019 | Web Comment | Your Tier 1 study is yet to be published and the content on the Railway is limited to info graphics. Also the Map of Alternative routes does not work on your site at all. My concern is the environmental impact and overall displacement of acreage and wildlife along the routes when will this information be available? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altatna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. More in-depth analysis of environmental impacts will occur during a Tier 2 study. |
| 10/19/2019 | Web Comment | If properly utilized by citizens, what are the potential environmental benefits? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. More in-depth analysis of environmental impacts will occur during a Tier 2 study. |
| 10/29/2019 | Web Comment | l am very concerned about the Greenfield option since our neighborhood (as well as many others) borders the Enoree River, which seems to be very close to the projected route. I would be against such a project if it was within either visual or audible distance of our home. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. This Tier I EIS performed a desktop-level review of environmental impacts that would result from this Project and did not perform any fieldwork as part of this study. A future Tier 2 study will perform a detailed review, including performing fieldwork, to determine any environmental impacts that result from the Project. FRA and the Project Sponsor will work with stakeholders to develop appropriate mitigation strategies for any environmental impacts that result from the Project. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/28/2019 | Web Comment | How many more trees are we gonna loose?? | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the derenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. This Tier I EIS performed a desktop-level review of environmental impacts that would result from this Project and did not perform any fieldwork as part of this study. A future Tier 2 study will perform a detailed review, including performing fieldwork, to determine any environmental impacts that result from the Project. TRA and the Project Sponsor will work with stakeholders to develop appropriate mitigation strategies for any environmental impacts that result from the Project. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |

| 10/26/2019 | Web Comment | I live in South Carolina near the proposed Greenfield Route. I own my historic home and almost 19 acres of forested land on Hwy 296 between the Enoree River and Brockman McCliman Rd. I would strongly object to the choice of the Greenfield Route. This area has seen many subdivisions for homes and neighborhoods. I purchased the land next to our home to protect the rural quality of the area and most importantly to preserve the mature forest containing a large variety of native trees. Some of the springs and a creek feeding the Enoree River are also on my property. I am also concerned about the environmental impact and about the traffic and neighborhoods in the path. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT as support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. More in-depth analysis of environmental impacts will occur during a Tier 2 study. |
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| 10/25/2019 | Web Comment | I would love for this to be a reality! As long as environmental impacts are completely considered. Most of my family are in the Atlanta area, but it is such a long drive and traffic is terrible! I believe if this is utilized, it would help with traffic and a lot of gas would be saved and emissions kept out of the air. | |
| 10/24/2019 | Web Comment | What effects will this train have on the environment? Please consider carbon emissions , as passenger trains emit 14 Grams of CO2 per passenger mile . Railway Transport emissions are 80% less than cars and I think you should consider pros and cons as far as environmental effect as well! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. More in-depth analysis of environmental impacts will occur during a Tier 2 study. |
| 10/24/2019 | Web Comment | With all the damage that we've done to the earth and the environment, we need to be intensely thoughtful of the environmental impact of everything and anything we doll I admire the trains in Europe - the efficiency, regularity, reliability, and low environmental footprint they leave. I hope this project will place importance on those objectives. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative wellit e Amin a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. More in-depth analysis of environmental impacts will occur during a Tier 2 study. |
| 10/23/2019 | Web Comment | How will this impact the local wildlife? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. More in-depth analysis of environmental impacts will occur during a Tier 2 study. |
| 10/18/2019 | Web Comment | How will this affect the green space along I85? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. More in-depth analysis of environmental impacts will occur during a Tier 2 study. |
| 10/24/2019 | Web Comment | The green corridor will be a massive impact on nature. On top of creating a lot of environmental issues it would require to take so much private property when there is already a corridor with 85 created to enable circulation. I dont see why we should consider the green corridor even as an option. Greenville is growing at a high rate, building more properties every minute and that green corridor could put in jeopardy even neighborhood that are not existing yet. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. More in-depth analysis of environmental impacts will occur during a Tier 2 study. |

| 10/31/2019 | | I am opposed to the "Greenfield" Corridor. Please do not violate and blight some of the most beautiful countryside in the whole State of Georgia, South Carolina, and North Carolina. A highspeed rail in the Greenfield Corridor would introduce pollution (sound and light and etc.) and destroy historic properties and natural resources. It would be better to continue along established routes such as I-85 and the Silver Crescent. These areas have long established developement. I'd also like to add, that the proposed 2 1/2 hours from Atl to Charlotte is inaccurate. By the time someone travelled from their home to the Atlanta airport, went through security etc, waited, etc then travel on the train - then disembarked in Charlotte, grabbed an Uber, rented a car, got picked up, they would be beyond the 3.75 to 4.5 hours it takes to get there already by car. Not to mention they could just as easily have done this via air travel. Furthermore we do have very advanced telecommunications, a businessman can conduct a business meeting without physically being there. A high speed train from Atlant to Savannah, along 1-20 or established routes would better serve the area. The long proposed brain-train from Emory to Athens would accomplish much. But Atl to Charlotte???, this need/ desire to travel between the two are already well accomodated (and can be in the future. The "Greenfield" Corridor should not be considered; Let's not create more negative blight and environmetal scars across our beautiful countryside and earth. Keep the Greenfield corridor Green. PLease, Thank you, Jonathan W. LaCrosse, RA | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DoT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. Service along 1-20 or from Atlanta to Savannah was found to be inconsistent with the Project's Purpose and Need, although those needs are being considered in other planning being conducted by GDOT and the Federal Railroad Administration. Atlanta-Athens commuter trains could share tracks with the high-speed rail trains to Charlotte. FRA dismissed the lass development plant the sisting modes of travel, and altracting lower levels of ridership. FRA dismissed the 1-85 Corridor because the corridor's geometry limited maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving 1-85 for future roadway projects, particularly through South Carolina. Finally, the 1-85 presents engineering challenge expressed engineering challenge in |
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| 10/27/2019 | | I have info from my neighborhood representative that the project is considering 3 possible routes (at least that affect my area in the Greenville SC vicinity east of I-85. 1 is a Greenfield, would involve obtaining some significant private property. The other 2 are not Greenfield. I am writing here to tell you the Greenfield option is NOT ok - not ok to disrupt lives and neighborhoods for the sake of your project. If you are going forward with studies please have some respect for those who could be affected - if the railway was planned to come through your backyard at your house - how would you feel about it? How would your family feel about it? | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tire 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/24/2019 | Web Comment | I think the all electric Train would be the way to go. The impact on the long term for the diesel train just because more of an Issue, addressing the cost would be the next hurdle. I still think in today's society you should put Environment impact over cost to an extent. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DDT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/28/2019 | Web Comment | I would really like this train to be electric. Lowering emissions from cars would be amazing, and it could adapt to a changing grid (renewable energy). I'd also like to be able to access it from Spartanburg area. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |

| 10/24/2019 | Web Comment | While I am excited about the possibility of a high speed rail coming through Greenville. I am very concerned about the noise and vibration as well as increase in road congestion around the Simpsonville/Five forks SC area. And after reviewing the initial study, I understand the attractiveness of the greenfield route. But I don't think you fully comprehend the rate of residential increase in the area you are proposing going through near GSP airport. I'm not sure you can maintain much speed at all through there and the rail crossings would cause gridlock at rush hour (it's already close to that at rush hour anyway). The only way I could see this option being feasible is if you garantee an electric train. Because if you use diesel and Travel between Greenville and Atlanta is 2 hrs (this is an assumption based on the 2:48 time between Atlanta and Charlotte). Almost no one in Greenville is going to choose to leave behind their car to save 30 min that they'd lose waiting for the train to arrive anywayIf you're going diesel you might as well use the 1-85 route that way part of the appeal is it drops you at stations downtown in Greenvillethat would make the 2:55 travel time a little easier to sell if they don't need additional ground transportation. Although, with diesel the train itself is significantly more mosey at low speed and generates fumes, particulate, as well as maintenance. It'd be nice to finally have a truest high-speed rail with an electric train. I'm excited to see what you come up with. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into that and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT als South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. More in-depth analysis of environmental impacts will occur during a Tier 2 study. |
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| 10/26/2019 | Web Comment | I am very interested in this project, but I am curious as to why options like MagLev were not used? Japan utilizes a fantastic railway system for transport and I have been wanting to see something like that in the USA. I would like to see a few more options drawn up to make a proper decision on the project. I think the railway should come close to DT Greenville, but I like the idea of utilizing GSP because that area could use more development as a transportation hub. I think the city of Greenville, but I like the idea of utilizing GSP because that area could use more development as a transportation hub. I think the city of Greenville, but I like the idea of utilizing GSP because that area could use more development as a transportation hub. I think the city of Greenville can decide if they would like to branch off from that hub at GSP. Either way, I love the project and would only hope it gets completed within the next 10 years or so. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and GDOT wish to avoid delay in implementing service in the corridor while new technology is developed, tested, and refined. |
| 10/24/2019 | Web Comment | 1. A larger question is why the FRA is not envisioning using maglev trains as it lays completely new tracks? Why are we stuck with dated technology, when maglev trains, especially if the 1-85 route is selected which requires much new track and a high price tag. 2. The point of the SEHSR is supposed to be PASSENGER usage and connecting communities, per your statement: "FRA is implementing this high-speed rail initiative through the High-Speed Initercity Passenger Rail Program (HSIPR), created to address the nation's transportation challenges by making strategic investments in an efficient network of passenger rail corridors connecting communities across the country." If this is truly the case, then the optimal route is the one that people in the communities projections, this would have easy access to and would use. Based on the ridership projections, this would be the 1-85 route. Greenfield route, while projecting high ridership, is inaccessible to those of us who would use it to travel between communities in the 1-85 route. Greenfield route, while projecting high ridership, is inaccessible to those of us who would use it to travel between communities in the 1-85 route. Greenfield route, while projecting high ridership, is inaccessible to those of us who would use it to travel between communities in the 1-85 route. Greenfield route, while projecting high ridership projections for Crescent are due to it being slow (and thus not a replacement for car or air travel between ATL and CLT). Which brings me back to (a) WHY NOT MAGLEV trains??, and (b) USE THE I-85 ROUTE. | Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project |

| 10/25/2019 | Web Comment | I would like to see a detailed map of the lines & know what the variable is? 1/2 mile, 1 mile etc for the rail locations & levels of sound along track? Is this an elevated track, ground level and what barriers would be in place to muffle noise? What hours would the trains run | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The precise route for the rail line will be determined during a Tier 2 analysis, which will also include a more in-depth analysis of the environmental impacts of the Project as well as potential mitigation measures for those impacts. For more information on the noise analysis done for this Tier I EIS, please see Section 3.5 of the Draft EIS. |
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| 10/25/2019 | Web Comment | Has anyone researched or discussed an underground option? The state already owns the land, use I-85 as a guide. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Tier 1 EIS did not consider or evaluate an underground option for any of the Corridor Alternatives or sections of a Corridor Alternative. Tunneling of sections of the corridor could be considered in Tier 2 environmental reviews if feasible, cost effective, or required to avoid existing obstacles. |
| 10/22/2019 | Web Comment | Wait for HyperLoop to prove out and be perfected. Then Buy. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and GDOT wish to avoid delay in implementing service in the corridor while new technology is developed, tested, and refined. |
| 10/23/2019 | Web Comment | What is being done to explore new tech solutions for passenger and freight like AirTrac. https://airtractransport.com/ How can a company like AirTrac participate in the process? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system". This is a proven, well-established technology. FRA and GDOT wish to avoid delay in implementing service in the corridor while new technology is developed, tested, and refined. |
| 10/20/2019 | Web Comment | The proposed rail for high speed corridor runs right by my house. We DO NOT want high speed passenger rail. We already have enough loud freight trains running by here at all hours of the day and night. Do not need more rail traffic. And i woukd attend a meeting if there were one nearby. A railway impacting NE Ga should have meetings IN NE Ga. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project reord and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. Freight trains, which are longer, slower and heavier, usually generate more noise than faster, shorter passenger trains. For more information on the noise analysis done for the Project, please see Section 3.5 of the Draft EIS. Sites for public meetings are normally centrally-located. |
| 10/20/2019 | Web Comment | Hello, Is the meeting facility close enough to the NC AMTRAK station to walk to this meeting or will a shuttle be provided? Robert Abney Mooresville, NC | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Sites for public meetings are normally centrally-located. Individuals are responsible for their own transportation. Sites for public meetings are normally centrally-located. |

| 10/27/2019 | Web Comment | This has not been very well communicated. the first I heard of it was in the Greenville paper on October 27. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT ado South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Following the federal legal advertisement requirements for public involvement, these meetings were advertised 30 days in advance of the meeting in the Atlanta Journal Constitution (AIC) starting on 9/25/19, the Charlotte Observer on 9/24/19, and The Greenville News on 9/25/19. A second round of legal notices were advertised a week in advance of the meeting in the ALC, Charlotte Observer, and The Greenville News. Additionally, NPR in Atlanta advertised the meetings on 10/22/19 on their morning radio show, and NPR in Charlotte hosted a one hour show on the Project and overall high speed in a program called "Charlotte Tilks" on 10/23/19. News outlets and various social media posts were also included as a part of advertisements for the public meetings. All partners advertised the meetings. The meeting materials were also available online as well as in the DOT offices of each state through the public comment period. GOOT and FRA believe that overall communication of the Project public meetings was suf |
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| 10/22/2019 | Web Comment | I learned about the public meeting in Atlanta too late to attend. Why did you schedule these meetings a mere 5 days after the press release announcing them? One might think that you deliberately want to squelch public comment. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into that and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT als fouth Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Following the federal legal advertisement requirements for public involvement, these meetings were advertised 30 days in advance of the meeting in the Altanta Journal Constitution (AIC) starting on 9/25/19. A second round of legal notices were advertised a week in advance of the meeting in the AIC, Charlotte Observer on 9/24/19, and The Greenville News. Additionally, NPR in Atlanta advertised the meetings on 10/22/19 on their morning radio show, and NPR in Charlotte Observer, and The Greenville News. Additionally, NPR in Atlanta advertised the meetings on 10/22/19 on their morning radio show, and NPR in Charlotte Observer as a part of advertisements for the public meetings. All partners advertised the meetings. The meeting materials were also available online as well as in the DOT offices of each state through the public comment period. 276 people signed in for the three public meetings, and over 2100 comments on the Project were submitted. |
| 10/23/2019 | Web Comment | what will be the cost per seat mile of a high speed rail to Charlotte and why does anyone think it offers a good ROI over air travel ? California spent 100's of millions on high speed between LA and San Francisco and have NOTHING to show for it. None of these pie in the sky projects ever turn out to meet budget and this would be a gigantic waste of taxpayer money | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summarises will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. All comments will remain a part of the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summarises will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. All comments are strained cost for the overall Project. Detailed operating characteristics, including details on fares, will be determined much later. A Service Development Plan (SDP) was not developed for this Tier 1 EIS/ROD. The analysis will include an estimated cost for the overall Project. Detailed operating characteristics, including a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, |

| 10/21/2019 | | This is a complete boondoggle - look at CA Hi Speed Rail disaster. Not enough of time difference to make if far better than auto. I lived in NE Corridor for 14 years and would drive from southern CT to Boston most of the time rather than take train. Who will cover the operating and capital deficits? Local taxpayers?? Issues: 1/ If you are on the train you need transportation to statin at at start and to final destination at other end - by the time you transfer what is the actual time savings? 2/ On the train, how much baggage will you be willing to drag? Can load a car easily. 3/ Family travel - 3-4 people traveling in a car are still only buying 1 tank of gas - 3-4 tickets on HS Rail make the cost much higher than auto. 4/ Every politician along the route will want a station in exchange for access through the territory - how many stops will you allow (see NE Corridor trains even the Acela has multiple stops) 5/ Dedicated busses with comfortable seats, wift et can make the trip in competitive time frame, run far more frequently at far less cost. 6/ Compare total time for train with commercial flights - air travel is similar overall and probably cheaper than the train will ever be. You build airport and it can handle flights to everywhere - trains are a point to point infrastructure and will never get the traffic that you estimate. (nor will the cost be what you think) As much as I love train travel - there is no way this will ever be a successful project. Unfortunately I can't be at the meeting in Charlotte as I am traveling, but with an MBA from Wharton in Transportation & Logistics I cannot see how this project will ever pay for itself - and the last thing anyone needs is another hole to sink money into. | As discussed in the Purpose and Need section the intent of the project is to provide time-competitive rail service as an alternative to the existing auto and air infrastructure in the region. It is not possible to provide infinite highway or air capacity. See exhibit 2-20 in Chapter 2 of the Draft EIS for potential travel times for the Corridor Alternatives. Operation of high-speed rail in major corridors, such as the Northeast Corridor and systems overseas, are profitable, and there is no operating deficit to finance. A Service Development Plan (SDP) was not developed for this Tier 1 EIS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, dispatched and maintained. |
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| 10/26/2019 | Web Comment | I think it would be beneficial if this line connected in some way to the new Braves stadium. I know the area between Atlanta and Charlotte has a lot of Braves fans and if this was a viable option for getting to a game it could help increase riders. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Connections to local attractions in the Atlanta area will be identified in the Tier 2 analysis. |
| 10/25/2019 | | In my view, a stop at the Doraville (or Chamblee) MARTA station is vital to the usability, and ultimate success of this corridor. Both the I-85 and Crescent options provide for such a stop, and I support them. In addition, the I-85 corridor is the least expensive option and accordingly the most "doable". 110 mph is not perfect, no; but the perfect 220 mph option should not enemy of the good 110 mph option. Thank you. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review. |
| 10/31/2019 | Web Comment | I'm interested to know how this will be connected to MARTA and of course cost. | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT as oupport this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Tier 2 analysis will include an updated cost estimate and will discuss potential connections to MARTA. |
| 10/23/2019 | | If CSX presently owns the right-of-way (ROW) behind my house, and this project moves forward, who will be responsible for ROW maintenance, coordination of passenger and freight traffic, and mediation between the two entities (CSX and passenger rail authority) when disputes arise over various challenges with either transportation mode? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. GDOT anticipates that the Preferred Alternative project would acquire right-of-way for construction of new dedicated passenger rail tracks. It is not known whether they will be adjacent to existing tracks. By being completely separate the need for ongoing coordination will be minimized. A Service Development Plan (SDP) was not developed for this Tier 1 EIS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high- speed rail service will be operated, dispatched and maintained. A Service Development Plan (SDP) was not developed for this Tier 1 EIS, but will be developed high-speed rail service will be operated, dispatched and maintained. |

| 10/10/2019 | Web Comment | Switzerland has rail lines that take passengers in box cars, but ALSO PEOPLE IN VEHICLES through the alps. People Love their cars when they get to where they will be. I highly recomend and encourage you to benchmark, copy and paste the very successful and pleasureable rail travel in europe if w ewant this to be the best and most used form of high speed transportation | The Preferred Alternative is the use of high-speed rail of the same type as used in most European countries, as well as several other countries in the world. Carrying cars on trains requires special railcars which are not capable of safe operation at the high speeds (up to 220 mph) anticipated in this FEIS/ROD. Experience in other parts of the world where service carrying private cars on slower trains has been offerred is that its popularity has declined over time and most of them have been discontinued. An exception has been Amtrak Auto Train, a train that transports cars and their owners from Lorton, VA to Sanford, FL. While the trian is limited to 70 mph (less than other passenger trains on the line) the service is popular, particularly with people relocating for months at a time. |
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| 10/29/2019 | Web Comment | Why don't you use this opportunity to benefit smaller towns that need a boost? GSP is growing just fine but the smaller towns struggle, yet you want to use tax payers money to cover it. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 11/4/2019 | Web Comment | I would like to know EXACTLY where this proposed rail line will go. Also, it seems like it will primarily benefit those in non-rural areas, while those of us in rural areas that are near or on this rail will suffer. Please let me know if I am mistaken. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The precise route for the line will be determined during the Tier 2 analysis. |
| 11/4/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Atlanta-Charlotte route via Augusta and Columbia was found to be inconsistent with the Project's Purpose and Need and were removed from consideration. However, there are oither passenger rail studies in the region. A route from Atlanta to Columbia (via Augusta) could take advantage of the Greenfield Alternative, sharing track from Atlanta to Athens. |
| 10/28/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT allos support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROD) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports-1. |
| 10/28/2019 | Web Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternative will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroad.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports-1. |

| 10/27/2019 | Web Comment | Can you please extend it up to Florida? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROD) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports-1. |
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| 10/24/2019 | Web Comment | Why Atlanta to Charlotte? Why not Atlanta to Savannah, Raleigh or Chattanooga?? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tire 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cites outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plana nit is working with states and other stakeholders on a series of regional rail plans https://rai/mindoad.dtg.org/nin-tework-development.planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on both GDOT's and the FRA website. This is similar to this FEIS/ROD was issued for the Atlanta-Chattanooga corridor in August, 2017, and is available for a Tier 2 EIS, the next stage in the Project Development process, for either corridor. |
| 10/23/2019 | Web Comment | Is this a pressing transportation need to Charlotte? Don't we need rapid rail to Chattanooga, Savannah, Macon, Valdosta first? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comments summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor commission adopted the Southeast Corridor Commission's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports-1. |
| 10/23/2019 | | Your plan looks like a boom for upstate Carolinas and a bust for more than half of Georgia. Please consider ways to move Georgians more efficiently through GEORGIA. Not planning to attend any of your hearings because you have ignored middle, west, east central, and South Georgia with this very expensive idea that will benefit our competitor states. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. This is a joint project with South Carolina and North Carolina, in the same way way as I-85 is a shared highway and other rail projects between Atlanta and Washington DC are joint projects. |
| 10/22/2019 | Web Comment | Why not Atlanta to Chattanooga? The Northeast Georgia areas have no buses, no trains, no decent transit route to Atlanta. | A Tier 1 Combined Final Environmental Impact Statement and Record of Decision (Tier 1 FEIS/ROD) was issued for the Atlanta-Chattanooga corridor in August, 2017, and is available on both GDOT's and the FRA website. This is similar to this FEIS/ROD for the Atlanta-Charlotte corridor. Atlanta-Chattanooga would be one step in the process of building high-speed rail to the Midwest. To date, no funding has been identified for a Tier 2 EIS, the next stage in the Project Development process, for either corridor. A Tier 1 Combined Final Environmental Impact Statement and Record of Decision (Tier 1 FEIS/ROD) was issued for the Atlanta-Chattanooga corridor in August, Development process, for either corridor. Atlanta Statianta-Chattanooga to no the GDOT's and the FRA website. This is similar to this FEIS/ROD was issued for the Atlanta-Chattanooga corridor in August, 2017, and is available on both GDOT's and the FRA website. This is similar to this FEIS/ROD for the Atlanta-Chattanooga corridor in August, 2017, and is available on both GDOT's and the FRA website. This is similar to this FEIS/ROD for the Atlanta-Chattanooga corridor in August, 2017, and is available on both GDOT's and the FRA website. This is similar to this FEIS/ROD for the Atlanta-Chattanooga corridor. To date, no funding has been identified for a Tier 2 EIS, the next stage in the Project Development process, for either corridor. |
| 10/22/2019 | Web Comment | Rail access has proven itself in not only major USA cities, but all over the world. 1.) Atlanta to Charlotte is good 2.) Atlanta to Chattanooga- Nashville-and Midwest is better. Not only moving personsbut also goods and services from the heartland and renewed industrial areas. | A Tier 1 Combined Final Environmental Impact Statement and Record of Decision (Tier 1 FEI5/ROD) was issued for the Atlanta-Chattanooga corridor in August, 2017, and is available on both GDOT's and the FRA website. This is similar to this FEI5/ROD for the Atlanta-Charlotte corridor. Atlanta-Chattanooga would be one step in the process of building high-speed rail to the Midwest. To date, no funding has been identified for a Tier 2 EI5, the next stage in the Project Development process, for either corridor. Atlanta-Chatlanooga is suiced for the Atlanta-Chattanooga corridor in August, 2017, and is available on both GDOT's and the FRA website. This is similar to this FEI5/ROD for the Atlanta-Chattanooga would be one step in the process of building high-speed rail to the Midwest. To date, no funding has been identified for a Tier 1 Combined Final Environmental Impact Statement and Record of Decision (Tier 1 FEI5/ROD) was issued for the Atlanta-Chattanooga corridor in August, 2017, and is available on both GDOT's and the FRA website. This is similar to this FEI5/ROD for the Atlanta-Chattanooga corridor. To date, no funding has been identified for a Tier 2 EIS, the next stage in the Project Development process, for either corridor. |

| 10/22/2019 | Web Comment | Wouldn't it hold more public interest to go from Atlanta to Savannah instead? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the |
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| | | Wouldn't it be more beneficial to have a line to Chattanooga? Allowing stops throughout Cobb and North GA? This doesn't seem like the best | In eruppose of this Project (in Section 3.1 of the FEDS RUS) is to improve interfly passenger travel between Aulanta and Charlotte via the Greenville/Spartaburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports-1. |
| 10/22/2019 | Web Comment | option/location. | 2017, and is available on both GDOT's and the FRA website. This is similar to this FEIS/ROD for the Atlanta-Charlotte corridor. To date, no funding has been identified for a Tier 2 EIS, the next stage in the Project Development process, for either corridor. |
| 10/22/2019 | Web Comment | While I appreciate a rail line to Athens, it's seems a bit redundant to have both this line and crescent going to essentially the same destination. I've ridden the Crescent line before, and think we need rail service that diversifies destinations not essentially goes to similar locations to the crescent line. Why not north to Chattanooga/Nashville or south to Florida (without going through Savannah). | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives betailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Greenfield high-speed rail project, with fast frequent service offers a different service and user experience from the Southern Crescent service. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commision's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports-1. |
| 10/22/2019 | Web Comment | While I appreciate the idea of a high rail line to Charlotte, I really think we need more help in connecting the parts of Georgia to each other - like ALL of the suburbs to Atlanta. Or - create something on a larger scale. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternative. salthough FRA and GDOT did leave undecided until a Tier 2 analyes the exact route into Alternative. FRA dismissed the other two Corridor Alternative. Sull as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dt.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission's webiste, https://www.southeastcorridor.commission.org/copy-of-commission-reports-1. Commuter rail service to various parts of the Atlanta area could share tracks with the Atlanta-Charlotte high-speed rail service. A Tier 1 Combined Final Environmental Impact Statement and Record of Decision (Tier 1 FEIS/ROD) was issued for the Atlanta-Charlotte high-speed rail ser |
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| 10/22/2019 | Web Comment | people that commute from Charlotte to Atlanta or vice versa every day. Definitely not enough to pay for the cost of a rail line. There are more | A Tier 1 Combined Final Environmental Impact Statement and Record of Decision (Tier 1 FEIS/ROD) was issued for the Atlanta-Chattanooga corridor in August, 2017, and is available on both GDOT's and the FRA website. This is similar to this FEIS/ROD for the Atlanta-Charlotte corridor. To date, no funding has been identified for a Tier 2 EIS, the next stage in the Project Development process, for either corridor. An aqueduct is not part of the identified for this project. |
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| 10/21/2019 | Web Comment | Need rail to NC and Tennessee!!!!! Charlotte, Nashville, Chattanooga, Knoxville!!!!! | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROD) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor care beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor commission adopted the Southeast Regional Rail Planning Study, the final report is posted on toth SOUT's and the FRA website. This is similar to this FEIS/ROD was issued for the Atlanta-Chartanooga corridor in August, 2017, and is available on both GOUT's and the FRA website. This is similar to this FEIS/ROD in was issued for the Atlanta-Chartanooga corridor in August, 2017, and is available for a Tier 2 EIS, the next stage in the Project Development process, for either corridor. |
| 10/21/2019 | Web Comment | I think this is a great plan that should stretch through Macon and on to Savannah | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEI5/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://ailroads.dt.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission-reports-1. |
| 10/19/2019 | Web Comment | I'd like to see more lines added OTP to ITP. I'd also like to see rail service from the Atlanta Metro to Orlando, Florida. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenifield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network- development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commision's webiste, https://www.southeastcorridor-commission.org/copy-of-commission-reports-1. |

| 10/12/2019 | | Why would Gdot go through the Carolinas.Augusta is bustling at the seems with The NSA / Cyber command.We need high speed rail into Fort GordonThe infrastructure can not handle the growth. The Rail is already in place. Straight up 120. Take care of Georgia first- and that includes Augusta- we are growing faster than Atlanta | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Atlanta-Charlotte route via Augusta and Columbia was found to be inconsistent with the Project's Purpose and Need and were removed from consideration. However, there are oither passenger rail studies in the region. A route from Atlanta to Columbia (via Augusta) could take advantage of the Greenfield Alternative, sharing track from Atlanta to Athens. This is a joint project with South Carolina and North Carolina, In the same way way as I-85 is a shared highway and other rail projects between Atlanta and Washington DC are joint projects. |
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| | Written Comment | | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission.org/copy-of-commission-reports-1. |
| | Written Comment | Please consier inter-city express (e.g. Atlanta to Macon to Savannah), and other metro transit options like TransitX. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. Intercity and commuter rail service to various parts of Georgia could share tracks in the Atlanta area with the Atlanta-Charlotte high-speed rail service. |
| 11/4/2019 | Web Comment | Why not for a GDOT Rail System i.e., MARTA? Then we can built out passenger rail throughout the state. A commuter train from Macon to Atlanta will reduce traffic on 75 that has a stop in Henry or Clayton county | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEI5/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEI5/ROD) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. Intercity and commuter rail service to various parts of Georgia could share tracks in the Atlanta area with the Atlanta-Charlotte high-speed rail service. |
| 10/24/2019 | | HOW WILL YOU GET FUNDING? WOULD YOUR APPROACH BE SIMILAR TO CALIFORNIA? SUGGEST AA LITE RAIL SYSTEM FROM GREENVILLE S C TOMYTRLE BEACH AREA HITTING THE LOCAL PORTS AND CRUISE INDUSTRY. COULD BE DONE BY COORDATING WITH RAILROAD AS THIS PROVIDES A SHORTER TIME ON INTERMODAL CONTAINERS FOR AUTO INDUSTRY. WHY NOT HWY 86 UTILIZING THE MEDIUM IN OPEN NON CITY AREAS? | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (In Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Altanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://railroads.dot.gov/rail-network-development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the southeast Corridor-commission-reports-1. As of this FEIS/ROD, additional fluing for the Project, both for Tier 2 analysis and for construction, has not been identified to secured. GDOT anticipates that construction funding will need to be a shared Federal/state effort, like most public works projects (including public-private partnerships). |

| 10/22/2019 | Web Comment | Why Charlotte? There are better ways to put tax dollars to work. There may be better alternatives before long, and with the expense it seems unnecessary. | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
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| 10/29/2019 | Web Comment | Would definitely travel using the high-speed transit system for work and personal trips between New York,D.C, Philadelphia, Raleigh, Columbia, Jacksonville. When is it slated for going live? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. Al comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The remaining steps include completing environmental analysis, design, railroad coordination, right-of-way acquisition, construction, operator selection, train acquisition, and commissioning. While some of these may overlap, the process will take a number of years. |
| 10/24/2019 | Web Comment | I support this project but I question whether this will even happen. There needs to be some controls and studies in place but the NEPA process is absurd in the level of detail it goes into. This is why it takes this country 20+ years to make a project like this happen and we are so far behind Europe. In the meantime, developers build and build, lining the pockets of politicians to the point our infrastructure car't support the growth. It's embarrassing. 3 questions: What is your plan to actually make this happen in a timely fashion so that I should actually care? How are you going to timely secure the necessary Right Of Way for a project of this magnitude? How are you going to fund this, in reality - assuming a P3 project? | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternatives. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEI5/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The remaining steps include completing environmental analysis, design, railroad coordination, right-of-way acquisition, construction, operator selection, train acquisition, and commissioning. While some of these may overlap, the process will take a number of years. States have extensive experience in acquiring right-of-way for highways. GDOT anticipates that construction funding will need to be a shared Federal/state effort, like most public works projects (including P3s). |
| 10/21/2019 | Web Comment | Will they be Express and local trains ? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/19/2019 | Web Comment | As a mother, my concern is adding another gateway into Atlanta and North Ga towns in light of the increased human trafficking. What security measures if any will be in place to protect our children and others? | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEI5/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Law enforcement is beyond the scope of this study; however, safety and security of passengers is always a top priority for safe public transportation. Human trafficking would be addressed in a service safety plan that would be required by federal and state agencies as part of the implementation and commissioning of service on the corridor after the completion of Tier 1 and Tier 2 environmental reviews. |
| 10/31/2019 | Web Comment | Please provide ongoing information concerning the high speed rail | Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. |
| 10/24/2019 | Web Comment | My residence resides along I-85 and would be taken for the I-85 corridor proposal. I would like to stay informed of plans to the extent of understanding my courses of action and need to sell my property. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Response to the commaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. |
| 10/23/2019 | Web Comment | Could you please update me on the project? | Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. |
| 10/20/2019 | Web Comment | Is it possible for you to broadcast this meeting via the web? I am sure there are many of us who would love to attend one of these meetings but it is just not at a time and we can work it into our schedules. | These meetings were not broadcast. Broadcasting public meetings could be considered in the future. Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. |

| 10/18/2019 | Web Comment | Very interested to hear what COA, GDOT will take under advisement from the citizens of GA. | Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. |
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| 10/18/2019 | Web Comment | Will the draft be made available electronically also as a more eco-friendly option? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altarna and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. Al comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. All project documents are on the Project website http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte |
| 10/18/2019 | Web Comment | Without public transport options to Atlanta, And only one family car, I am unable to join the meeting seeking input. I would like to | Thank you for your support. A Preferred Alternative has been identified in the FEI5/ROD (refer to Section 2.1 in the FEI5/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/17/2019 | Web Comment | Is the meeting in Charlotte, NC available to local governments? Thank you for your response in advance. | Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. |
| 10/13/2019 | Web Comment | What floor will this meeting be held on October 22nd? | Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. |
| | Written Comment | Please would you kindly mail me additional information and updates. You can send me them to my email address. | Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. |
| 10/25/2019 | Web Comment | I support that GDOT is thinking about interstate high speed rail options. That's great. However my comment is about overall priorities and focus for NOW - we have current traffic issues in Atlanta just getting around. We need to focus on MARTA. Specifically we need to prove the concept of transit can actually work in Atlanta (otherwise no one will buy into interstate rail). Stop trying to build out MARTA where people don't currently want it (ie the burbs) and focus on supporting and funding light rail around the whole Beltline loop where people want it ADN will USE it. When the burbs see a profitable, well connected transit system that works not just for commuters but for recreational use also, I believe they will buy into it. And that will make selling interstate high speed rail a lot easier cos it will be more desirable for business and pleasure as a no-auto transport option. The power of transit is in whole journey connectivity for a segment of a journey. What's going to happen when they arrive in Atl or Charlotte - will they likely need to rent a car (probably)? - in which case they will opt to just take the car for the convenience and spend an extra hour on the road. | One of the goals of the Project is to support the development of planned multimodal transportation hubs that complement existing and planned transit services. With respect to improving regional transportation systems linkages, providing seamless connections to local transportation systems along the corridor is equally important to improving mobility. The Project will improve transportation options along the corridor by integrating with other local and regional travel networks, such as Atlanta's Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Charlotte Area Transit System (CATS), travel nodes such as H-IAIA and CLT airports, and multimodal transportation facilities such as the Charlotte Gateway Station. Station locations and transit connections will be determined in the Tier 2 EIS environmental review. For more information about transit planning in the Metro Atlanta area, please consult the Atlanta Transit Link Authority website: https://atltransit.ga.gov/. |
| 10/24/2019 | Web Comment | As a resident and part of the workforce in the City of Atlanta, it is fun to see the city gaining so much popularity with people moving here and big events coming to town. This rail project will put yet another spotlight on the city and how well it caters to national and global travelers. However, with this increased focus and rapidly growing population, local travel in and around the city is only getting worse. GDOT's plans to expand highways around the city in the next two decades is only a bandage on a much larger transportation problem. It is my opinion that if Atlanta wants to compete with other cities on a national and global scale, that GDOT should first focus on funding public and mass transportation improvements in and around the city to improve interconnectivity within the city. MARTA is a good start, but it's limitations, and the limitations of the city to keep pace with a city like New York will become evident very quickly if it is not made a priority. Mass and public transportation is the way of the future and Atlanta's ability to grow and compete with other cities will be largely determined by the success of its local public transportation network. As we have seen recently, it is in desperate need of upgrade and expansion and these changes cannot come soon enough. | One of the goals of the Project is to support the development of planned multimodal transportation hubs that complement existing and planned transit services. With respect to improving regional transportation systems linkages, providing seamless connections to local transportation systems along the corridor is equally important to improving mobility. The Project will improve transportation options along the corridor by integrating with other local and regional travel networks, such as Atlanta's Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Charlotte Area Transit System (CATS), travel nodes such as H-JAIA and CLT airports, and multimodal transportation facilities such as the Charlotte Gateway Station. Station locations and transit connections will be determined in the Tier 2 EIS environmental review. For more information about transit planning in the Metro Atlanta area, please consult the Atlanta Transit Link Authority website: https://atltransit.ga.gov/. |

| 10/24/2019 | Web Comment | What is the impact on the workforce? Even with more people living in GVL and commuting to Atlanta or Charlotte (which could better employment for some) there may still be some who commute to GVL and could be taking up jobs here. What are the projections for unemployment to decrease here for those of low income (increasing economic mobility- we are one of the lowest in the country)? Without more opportunities given to work than taken from outsiders for this group it could further worsen this detrimental problem. | The Project's Purpose and Need Statement identifies supporting an expanding economy as one of the needs of this Project. Providing an alternative to the auto and air networks will help to alleviate congestion for a more reliable transportion network that can support economic growth. More and better transportation options would be expected to make and better employment opportunities available to all. Specific emploment impacts have not been studied as part of this Tier 1 study. Future studies may consider conducting such an analysis. |
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| 10/22/2019 | Web Comment | COBE COUNTY HAX ISSUES REGARDING SUPPORTING AND FUNDING EXPANDING A LIGHT RALL TRAIN SYSTEM, BUS ROUTES!!! WHY7??! IN MY OPINION RIGM VARIOUS SOUTHERN POVERTY LAW CENTER & OTHER STUDES THAT THE LACK OF TRANSPORTATION IS DUE TO A RACLAL, SOGGECOMONACLE CUITY FLAN THAT HINDERS YOUTH FROM DERINNE BUCKTONAL, WORKFORE & ECOMONICAL TRAINING, FROGRESS BEPCLAULY OR THANSPORTATION. THE BARAED TO GAN LECTS TO INDEPENDENT & SUBJECT TO THE CONTINUE EXPLAND THE TRANS STRUM REQUCTIONAL, WORKFORE & ECOMONICAL TRAINING, FROGRESS BEPCLAULY OR THANSPORTATION. THE BARAED TO GAN LECTS TO INDEPENDENT & SUBJECT DEVELTION LACK ACTIVITIES & RENKELIMMENT II. JAND NUEBORDS COBE CONTY NUE AND STRUE COMPARING. THE VITABLE COMMUNITY LADRESS ARE OF THE OWNONG THAT THIL LE AND HIS GOOD OL BOYS BUSINESSES UNLD THE STRUESSES BUILD THE STRUESSES AND COMMERCIAL COMMISSIONES & CHANTIN TRAIN 200 AND RULL TO INTERCENT THE LIVER BUSINESSES AND COMMERCIAL COMMISSIONES & CHANTINI TRAIN 200 AND RULL TO INTERCENT THE LIVER BUSINESSES SUBJECTS DECLINESSES AND RULL TO INTERPRENENDANT ALCALS IN MUSINE MIGRATION THE AND HIS GOOD THE DATA PARAES (IN DUESTING GANTS DUE AND STRUESSES AND RULL TO INTERPRENENDANT ALCALS, SUBJECTS DECLINESSI BID BID AND AND AND AND AND AND AND AND AND AN | One of the goals of the Project is to support the development of planned multimodal transportation hubs that complement existing and planned transit services. With respect to improving regional transportation systems linkages, providing seamless connections to local transportation systems along the corridor is equally important to improving mobility. The Project will improve transportation opticins along the corridor by integrating with other local and regional travel networks, such as Atlanta's Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Charlotte Area Transit System locas such as H-JAIA and CLT airports, and multimodal transportation facilities such as the Charlotte face Transit System (CATS), travel nodes such as H-JAIA and CLT airports, and multimodal transportation about transit planning in the Metro Atlanta area, please consult the Atlanta Transit Link Authority website: https://atltransit.ga.gov/. |
| 10/22/2019 | Web Comment | I don't know where this fits. Given how things are, we could use some shuttles or buses to the train. Also, buses between cities. Could be a matter of local transit beefing up? | One of the goals of the Project is to support the development of planned multimodal transportation hubs that complement existing and planned transit services. With respect to improving regional transportation systems linkages, providing seamless connections to local transportation systems along the corridor is equally important to improving mobility. The Project will improve transportation options along the corridor by integrating with other local and regional travel networks, such as Atlanta's Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Charlotte Area Transit System (CATS), travel nodes such as H-JAA and CLT airports, and multimodal transportation facilities such as the Charlotte Gateway Station. Station locations and transit connections will be determined in the Tier 2 EIS environmental review. For more information about transit planning in the Metro Atlanta area, please consult the Atlanta Transit Link Authority website: https://atltransit.ga.gov/. |
| 10/22/2019 | Web Comment | Why is rail even being proposed? It is an outmoded form of transportation that is expensive to build, expensive to maintain and underutilized. It is the perfect 19th century solution to a 21st century problem. Bus rapid transit is much more cost-effective and the lanes built for buses can also by used by autonomous vehicles. By the time a rail line is built, autonomous microtransit will be fully implemented and the technology will allow transit to be much more efficient and convenient. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Bus Rapid Transit does not meet the Project's defined Purpose and Need . |
| 10/22/2019 | Web Comment | Regarding ATL-Charlotte train, why not put your efforts to solving the greater Metro Atlanta area traffic issues, which the Express Lanes did not solve. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Commuter rail service within the Atlanta region would be able to share the high-speed rail tracks. |
| 11/4/2019 | Web Comment | Like to know the benefits of Tucker receiving this, other than a train ride. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |

| 10/25/2019 | Web Comment | I reviewed all the PIOH materials and have the following questions & comments. 1) The purpose and need is very general. Hasn't there been work conducted as part of the Statewide Transportation Plan or even by ARC Region's Plan to specifically identify the problems/needs of intercity travel? What are they and how is this particular project expected to meet those needs? I agree that rail is a very important mode, and more options are essential, however without a bit more specifics it's hard to support such a huge investment. My extended family lives in Raleigh, NC area so we travel this corridor often, and I would LOVE to use a high speed train instead of personal vehicle. However, to really support it we need better evidence for decision makers to invest. 2) Are all the impacts negative? Diverting car trips would be a positive impact right - so the gene symbol is best? However, impacts to minority and lower income groups are assumed to be negative impacts right? - so the green symbol is best? However, impacts to minority and lower income groups are assumed to be negative impacts right? - so the green symbol is best? However alternatives without at least a little more detail or clarification, or at least presentation of the impacts in a comparable way. It's hard to compare alternatives without at least a little more detail or clarification, or at least presentation of the impacts in a comparable way. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. he Purpose of this Project (in Section 3.1 of the FEIS/ROD is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Please read relevant chapters of the FEIS/ROD for more details than contained in the PIOH material. |
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| 10/31/2019 | Web Comment | The train would be great. But as someone who has lived in Amtrak's northeastern corridor and used it frequently, the problems here are a) will we actually have service on the new line if it's built? Currently we can go to Charlotte like 1x/day on Amtrak - that's pretty useless for practical purposes. b) taking the train to Charlotte is way worse if you have to get a car when you get there. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. A Service Development Plan (SDP) was not developed of this Tier 1 EIS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, dispatched and maintained, and will include potential train schedules. |
| 10/30/2019 | Web Comment | What is the cost per passenger (10 years of ridership)? How many trains per day? Will it connect to Washington DC, NYC, and Boston? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Atlanta-Charlotte corridor has been identified as having very high ridership potential. It is anticipated that train operations will be profitable, as is typical of high-speed rail in populous corridors. Hourly or better service is anticipated. Connections to the Southeast and Northeast Corridor beyond Charlotte have not yet been determined. A Service Development Plan (SDP) was not developed for this Tier 1 EIS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, dispatched and maintained. |
| 10/29/2019 | Web Comment | Matters less which corridor is selected and more that funding for a day train to connect Metro Atlanta to the Northeast is found. Start service and let the corridor improvements flow from that. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. This Project is an extension of the Southeast High-Speed Rail Corridor that will ultimately connect to the Northeast Corridor at Union Station in Washington, D.C. This Project is planning fast, frequent service. Adding a single train at the current speeds would not meet the Project's defined Purpose and Need. A Service Development Plan (SDP) was not developed for this Tier 1 EIS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, dispatched and maintained. |

| 10/21/2019 | Web Comment | I travel weekly on business,national and international Potential connection to Atlanta should be supported (and not just to Atlanta) What about DC and NY and Chicago? Air travel is a customer and environmental mess Ridiculous USA dies not lead the world in this area | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, so well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also Support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The Purpose of this Project (in Section 3.1 of the FEIS/ROS) is to improve intercity passenger travel between Atlanta and Charlotte via the Greenville/Spartanburg area. Cities outside of this Corridor are beyond the scope of this Project. The Federal Railroad Administration has developed a national rail plan and is working with states and other stakeholders on a series of regional rail plans https://aincia.dc.dc.gov/inte.twork-development/planning/national-rail-plan. The Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the final report is posted on the Southeast Corridor Commission adopted the Southeast Regional Rail Planning Study, the the Northeast Corridor commission adopted the Southeast Regional Rail Planning Study, the the Northeast Corridor commission adopted the Southeast Regional Rail Planning Study, the the Northeast Corridor corridor between Atlanta-Greenville/Spartanburg-Charlotte-Raleigh-Richmond and Washington DC, where it connects with the the North |
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| 10/27/2019 | Web Comment | It would be helpful to study the potential impact of the new route to encourage tax payer approval. | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. |
| 10/24/2019 | Web Comment | I think the corridor is a bad idea. What's the purpose? Who will use this? There's nothing in Atlanta I want to use or see and the same goes for Charlotte. Put this thing through here and this Beautiful City turns to crap! | Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tie 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study. |
| 10/23/2019 | Web Comment | Why can you not use existing rail lines? Why do you need to use a greenfield? Why do we need this new rail system? Who do you expect to use it? Who have you surveyed for the need for this rail system? | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg, It is not possible to provide infinite highway and airport capacity. GDDT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and witality. The Project Purpose and Need can be referenced in Section 1.4 of the Tier I FEIS/ROD. For ridership, please see Chapter 2 of the FEIS/ROD, specifically Section 2.2.2.5 (Ridership and Revenue) and also Appendix B (Alternatives Development Report), specifically Section 5.6. |
| 10/23/2019 | Web Comment | The study states a need for this project. Please show the research used to determine this need. | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSA Corridon retwork including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following metroscity; increase transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |
| 10/22/2019 | Web Comment | What is the pressing need for this connection? Georgia cannot seem to accommodate the transportation needs of its citizens in the most densely populated cities in North Georgia. | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity, and improving trip time and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will astify the following needs: population and employment growth; improve regional transportation system connectivity; increase transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |

| 10/22/2019 | Web Comment | I'm not sure I see the value of having high speed rail between Atlanta and Charlotte. Are there really that many people traveling between the two cities to warrant this kind of project? What about the millions of us who sit in traffic in Atlanta each day? That should be our primary concern. We already have transportation to Charlotte available via HJAIA. | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system connectivity; increase transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |
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| 10/21/2019 | Web Comment | What will it bring to the city ? A lot in every sector | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. Box identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |
| 10/18/2019 | Web Comment | Please tell me why this is needed. The southern Crescent has been available for decades and ridership continues to fail. Even with hefty government subsidies, the cost of a ticket is not competitive with alternative methods of transportation. Why would this be any different? | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GODT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |
| 10/18/2019 | Web Comment | There is already rail service between Charlotte and Atlanta. Why is the money being spent? Could it not be put to better use somewhere else? | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion. Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GODT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |
| 10/18/2019 | Web Comment | My concern is that a lot of money will be spent to construct this and then the ridership will be lower than expected. Then some form of subsidies will be needed to keep it fiscally viable. Then the burden falls upon those that don't use it to pay for it. This will be challenged in court. | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GOD Thas identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |
| 10/22/2019 | Web Comment | Why are we building a light rail to Charlotte when we can't build one to Northwest Atlanta metro in Cobb. This is literally a waste of money. | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHS Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system connectivity; increase transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |

| 10/23/2019 | Web Comment | Boondoggle; why not build a high speed rail line, for instance, from Chattanooga, TN to Jacksonville, FL that would traverse our state and serve more Georgia citizens and taxpayers. How many citizens travel to Charlotte? | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. This is a joint project with SCDOT and NCDOT, in the same way as I-85 is a joint effort. High-speed rail is now operating in 20 countries with widely varying geographies and demographics. Several U.S. projects are in construction or final design. |
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| 11/3/2019 | Web Comment | Inversion, this control and in periest, wond this may be a good udea. However, where in the OS has high speed kan been completed anywhere close to the budget? Where in the US has ISR been successful? Why do you think it will be successful in this corridor? Just another waste of tax money and a way for the politicians to spend their "pork" from state and federal budgets. | mgr-speed fan is now operating in zo countries with widery varying geographies and demographics, several 0.3, projects are in construction of final design. |
| 10/23/2019 | Web Comment | This is a ridiculous project, a boondogle. Number one, it is too expensive. Number two, ridership will be minimal. Please scrap the project. You have already spent too much money studying this. | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Sparatohurg. It is not possible to provide infinite highway and airport capacity. Good The Side the dight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |
| 10/25/2019 | Web Comment | EVERY dollar stolen from taxpayers and used to fund "Public" or "Mass" transit including high-speed rail, is money flushed down the toilet. It's an abuse of the taxpayer and the money they provide. FIX THE HIGHWAYS. ELIMINATE TOLL ROADS. STOP WASTING MONEY ON TRAFFIC CALMING AND BIKE LANES. PRIORITIZE MOTOR VEHICLE TRAFFIC, because motor vehicle owners/operators are the ONLY people paying EXTRA to fund roadway infrastructure (via the motor vehicle fuel tax.) | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. The motor fuel tax now only pays about 60% of expenses associated with roadways. The balance comes from general revenues. |
| 10/29/2019 | Web Comment | Greenfield route doesn't have the road names on the map. Is there a more detailed schematic or listing of route? | Please see Appendix A, Parts 6 and 7 of the Tier 1 FEIS/ROD map books. GDOT can provide GIS or KMZ files upon request. The precise route of the rail line will be determined during the Tier 2 analysis. |
| 10/26/2019 | Web Comment | The ATL-Charlotte rail is fine as long as the counties it goes through pay for it, as the rail has no impact on my commute. | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system connectivity; increase transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. Funding for construction has not yet been identified but, like most public works projects, some combination of state and Federal funding will probably be required. Atlanta-Charlotte has been identified as a major corridor and it is antipated that operations will be profitable, as is typical of high-speed rail in populous corridors. |
| 10/24/2019 | Web Comment | Once again the taxpayer is on the hook for a new, massive project. How about letting taxpayers op-in for this project rather than being forced to just accept something of this magnitude as status quo. My prediction: It will be less expensive to drive individually, subscribe to a ride-share service, or autonomous driver vehicles. The ATL Streetcar is a perfect example of how government continues to waste taxpayer dollars. | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. |

| 10/24/2019 | Web Comment | Connecting communities and resources will never be a bad idea but how long and at what cost to the sanity of our region will this build impact us. Careful consideration of the already ongoing upheaval in traffic should be a significant consideration. | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GDDT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system capacity; improve energy efficiency and air transportation system needs relevant to the Study Area, each corresponding to one anternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. Funding for construction has not yet been identified builk; when one energy efficiency and air some combination of state and Federal funding will probably be required. Atlanta-Charlotte has been identified as a major corridor and it is antipated that operations will be profitable, as is typical of high-speed rail in populous corridors. |
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| 10/22/2019 | Web Comment | This project is like so many with well documented data to support the focus or same. In general the idea of improving transportation is good BUT — I don't understand why we focus on moving people vs goods as my person observation is the highway system is clogged with trucks not cars. If eliminating cars is the goal then how is this going to work in terms of cost? There is tons of data on speed and reduction of cars but not how it will work on a P&L basis. Will this be another well intended lide that cart's support itself. I wish it would but the facts on most of these systems is they don't work where the tire meets the road. The simple costs of a large Govt Dept to manage it alone suggests the P&L will end be another Post Office. Sorry but if allowed to vote I will be against it unless a new approach to building and running is put forth. Thanks for listening! | Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 EIS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. It is not possible to provide infinite highway and airport capacity. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth hincreasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. Funding for construction has not yet been identified builk; which works projects, some combination of state and Federal funding will probably be required. Atlanta-Charlotte has been identified as a major corridor and it is antipated that operations will be profitable, as is typical of high-speed rail in populous corridors. |
| 10/25/2019 | Web Comment | A high speed rail system between ATL and CLT would be awesome, assuming tickets are reasonably priced. We frequently travel to both cities and if we could cut the travel times in half, we would definitely consider going by rail. But with a family of 5, we'd have to weigh the cost of rail to gas/time and getting around without a vehicle on the other end if not traveling to airports. If you could add a field in the survey to accept email addresses for you to send information to friends and family about the project, it would be beneficial to all. | Tier 1 DEIS, Appendix B Section 5: Revenue Maximizing Analysis provides details regarding cost per passenger mile and provides high-level station pair fares. However, actual fares would be determined during future implementation and commissioning phases of the Project. The project website is http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte. |
| 10/23/2019 | Web Comment | I'm in favor of this service. We drive several times a year, at least 6, to visit family and we're getting older and would enjoy taking the train. I think the cost would be a factor for many customers. Will be interested in the development of this idea. | Tier 1 DEIS, Appendix B Section 5: Revenue Maximizing Analysis provides details regarding cost per passenger mile and provides high-level station pair fares. However, actual fares would be determined during future implementation and commissioning phases of the Project. |
| 10/23/2019 | Web Comment | As an individual who travels among Southern states frequently for both work and leisure, I am very supportive of the proposed rail line from Atlanta to Charlotte. My only concern would be the affordability argument. Will this be priced as an affordable alternative to air travel or car travel for those unable to afford or access those methods? I hope so. | Tier 1 DEIS, Appendix B Section 5: Revenue Maximizing Analysis provides details regarding cost per passenger mile and provides high-level station pair fares. However, actual fares would be determined during future implementation and commissioning phases of the Project. |
| 10/19/2019 | Web Comment | How expensive would riding be? | Tier 1 DEIS, Appendix B Section 5: Revenue Maximizing Analysis provides details regarding cost per passenger mile and provides high-level station pair fares. However, actual fares would be determined during future implementation and commissioning phases of the Project. |
| 11/4/2019 | Web Comment | How will taxes be lowered to adjust for this? | The Purpose of the Project is not to lower taxes. Construction of this project is intended to meet the Project's Purpose and Need, which was estblished in a Scoping process. In essence, the intent is to provide a competitive transportation alternative to the existing auto and air system in the Atlanta to Charlotte corridor. It is not possible to add infite amounts of auto and air capacity. A specific source of funding has not been identified as yet but, like most major public works projects, construction is likely to use a combination of Federal and state funds. Like most high-speed rail projects in populous corridors, operation of the service is expected to be profitable and will not require ongoing government support. |
| 10/27/2019 | Web Comment | The Greenville News article was incomplete in that although it stated some Capital Cost figures, it did not address the ongoing operational/maintenance costs. The Phoenix Arizona light rail, for example, has been an ongoing tax burden to the public, the vast majority of which never use it. The Phoenix rail system is heavily subsidized by the taxpayers, and this fact needs to be made clear. Large implementation cost and then ongoing operational/maintenance taxes to boot. Nothing is free despite what Democrats will tell you. | The proposed Project is currently in the planning and environmental analysis stages. The Alternatives vary significantly in their capital and operating costs and fare revenue so selection of the Preferred Alternative will have varying impacts on funding requirements. A funding source and project sponsor have not been identified for Tier 2 environmental review or construction of the Project. Atlanta - Charlotte has been identified as a major corridor and it is antipated that operations will be profitable, as is typical of high-speed rail in populous corridors. |

| 10/23/2019 | Web Comment | Would like more information on the planned stops for each of the corridors. Improvements/last mile connectivity at those nodes are key to the success of this plan. Also, I dont understand how the other routes have a higher revenue/costs than the existing crescent route. Can you explain that? | Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDDT did leave undecided until a Tier 2 analyses the exact route into Altanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DDT and South Carolina DDT also support this Alternatives. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier FEIS/ROD. Responses to the comment summaries will also be provided on the project website. A Project Sponsor and funding for the Tier 2 EIS analyses have not been identified to date. Local connectivity will be essential and will be a key element of planning. The speed and frequency of the other Alternatives will cost significantly more than the Southern Crescent to operate but will altract much larger numbers of riders. Operation is expected to be profitable, as is typical of high-speed rail in populous corridors. |
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| 10/29/2019 | Web Comment | I didn't see much in the means of a cost effective analysis and return on investment. Is this public(Government) or private(ie Amtrak) funded? What's the basis for the project? Reduction in traffic, safety, time savings, or etc.? | Construction of this project is intended to meet the Project's Purpose and Need, which was estblished in a Scoping process. In essence, the intent is to provide a competitive transportation alternative to the existing auto and air system in the Atlanta to Charlotte corridor. It is not possible to add infite amounts of auto and air capacity. A specific source of funding has not been identified as yet but, like most major public works projects, construction is likely to use a combination of Federal and state funds. Like most high-speed rail projects in populous corridors, operation of the service is expected to be profitable and will not require ongoing government support. Amtrak is heavily dependent upon the Federal government; Amtrak covers much of its operating costs, but most of its capital improvment projects are funded through Congressional appropriations. |
| | Written Comment | | Alternatives for raising construction funding will be considered in future phases of the Project Development process. Note that these approaches only change the payment plan; they do not reduce how much a project costs. Like most high-speed rail projects in populous corridors, operation of the service is expected to be profitable and will not require ongoing government support. Selection of the operator will also be done in a future phase. As of this FEIS/ROD, additional funding for the Project, both for Tier 2 analysis and for construction, has not been identified or secured. GDDT anticipates that construction funding will need to be a shared Federal/state effort, like most public works projects (including public-private partnership). |
| | Written Comment | Explore multiple operator options (airlines, etc). Explore PPP options for developing the corridor (i.e., the LEV South-Europe Atlantic, in France). Open-up to multiple operators. Consider airlines as well as public operators (i.e., Luftuausa Express Rail) high speed freight (Amazon Prime/UPS/Fed Ex) (see Halv's Mercitalia) | Alternatives for raising construction funding will be considered in future phases of the Project Development process. Note that these approaches only change the payment plan; they do not reduce how much a project costs. Like most high-speed rail projects in populous corridors, operation of the service is expected to be profitable and will not require ongoing government support. Selection of the operator will also be done in a future phase. As of this FEIS/ROD, additional funding for the Project, both for Tier 2 analysis and for construction, has not been identified or secured. GDOT anticipates that construction funding will need to be a shared Federal/state effort, like most public works projects (including public-private partnership). |
| 10/25/2019 | Web Comment | Would it not be cheaper to add the necessary lanes to I-85, especially if there are many stops for the rail line which would slow the average speed of the train? | The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system. In addition, lanes are being added to I-85, but these will use all available right-of-way. It is not possible to add infinite highway capacity. This project is intended to provide time competitive, reliable travel alternatives to alleviate congestion on existing transportation infrastructure. |
| 10/23/2019 | Web Comment | I feel that this is a waste of resources. The effort and money earmarked for this project would serve the citizens of Georgia better being used to find solutions to alleviate the congestion issues that plague the Atlanta metro area. Despite the belief by GDOT that adding more lanes doesn't help congestion, the NW corridor express lanes demonstrate that adding more lanes improves traffic flow. | The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system. Lanes are being added to I-85 in both Georgia and South Carolina. However, these will use all available right-of-way. It is not possible to add infinite amounts of highway capacity. The purpose of this Project is to develop an alternative which is competitive with auto and air travel using proven high-speed rail technology. |
| 10/22/2019 | Web Comment | Passenger rails don't get enough use as it is. Let alone spending a couple of billions of dollars on a new rail. How about invest that money into our own state and build a rail system to ease the congestion around the big 3 interstates ? Building a rail system going up 75, around 285 and up 85 would be way more useful that from Atlanta to Charlotte | The elements within the Atlanta area suggested in the comment are part of the Scope of of this Project. An alignment for this portion of the route will be identified in the "Atlanta Approach" portion of a Tier 2 study. These tracks will have enough capacity to accomodate both intercity trains on several corridors and Atlanta area commuter rail trains. |

| 10/26/2019 | Web Comment | Money to be spent on an Atlanta to Charlotte commuter rail line would be better spent to complete the widening of I-85 between Jackson County and the SC line, including bridge replacement over Lake Hartwell. If this money is earmarked specifically for a commuter rail project it would be better spent on multiple shorter routes along the I-85 corridor such as Atlanta-Lawrenceville-Athens and Atlanta-Suwanee-Gainesville, as suggested in the ATL-CIT project. This would provide a greater benefit to metro Atlanta and NE Georgia exurban residents and still provide some benefit to people traveling between Atlanta and Charlotte, assuming easy access from the I-85 corridor (i.e., travel by car or bus to the northeasternmost station and then take the train). This would also help to backfill the opportunity lost when Gwinnett County rejected MARTA by providing an express rail alternative through Gwinnett as a replacement for MARTA heavy rail. There's not much time benefit to be had by running rail through rural areas, and we need to help the metro Atlanta area more than we need to help Charlotte and the SC upstate. This could benefit Charlotte more than Atlanta, and to Atlanta's long-term detriment. Lunderstand and agree with the need to provide an alternative to the ATL airport, such as CHA or in this case CLT or GSP, but the politics of that may make this just that mucch more difficult. A more politically palateble alternative thor Georgia's citizens might be high-speed rail down the I-75 corridor to MCN, particularly coupled with the truck express lanes being built, creating a central Georgia air freight and passenger hub. Also, we need to look at the pitfalls of running commuter rail lines on freight rail tracks or rights of way, as privately-owned freight rail lines have historically been resistant to other people using their facilities and yof have caused delays in construction and passenger rail schedules which have to work around freight traffic. Look at the problems with completing the Beltine where active freight | |
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| 10/26/2019 | Web Comment | Instead of spending this kind of money, which of course will be heavily weighted from tax dollars and also of course is underestimated, to put in fast rail without adequate justification as a need, the existing road system should be brought up to standards, i.e. pot holes filled. This sounds like someone just dreamed up something they wanted to play with at others' expense. | The Project's Purpose and Need (which appears in Section 3 of the Executive Summary) identifies the "Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail system. Lanes are being added to I-85 in both Georgia and South Carolina. However, these will use all available right-of-way. It is not possible to add infinite amounts of highway capacity. The purpose of this Project is to develop an alternative which is competitive with auto and air travel using proven high-speed rail technology. |
| 10/29/2019 | Web Comment | I am very much in favor of these as long as they are financially reasonable for everyone | There are logical steps that need to be followed in developing a major passenger rail project such as this. Each step needs a project sponsor (which can change between steps). From the point at which this project is now, the primary remaining steps are: 1. This Tier 1 EIS process needs to be completed with issuance of the FEIS/ROD and publication of the ROD selecting the Preferred Alternative Corridor. 2. A Tier 2 environmental review must be conducted selecting a specific alignment within the corridor. This needs to include the Atlanta Approach and the Charlotte Approach, the corridor could be broken into separate Tier 2 environmental reviews with different Project Sponsors (potentially the three states). 3. Right-of-way acquisition/Design 4. Construction 5. Implementation/Commissioning A project sponsor and funding source needs to be identified for each step. Also, please refer to the project newsletter for general timing and a listing of next steps http://www.dot.ga.gov/InvestSmart/Rail/Documents/Atl-Char/ATLCLT%20Newsletter_FINAL.pdfThe careful analysis called for in the defined Project Development process is intended to ensure that the Project will be delivered in the most cost-effective manner. |
| 10/22/2019 | Web Comment | I believe it is of great importance that the general public in the Greenville area be well informed of the opportunities at hand with the rail service. I would greatly appreciate the opportunity to work with your group to get the information to every household. Please feel free to call text or email me to let me know how I can get involved. Tresa Lyle 255 A Street Greenville, SC 29609 poemillpark255@gmail.com 864-505-4154 Thank you, Tresa | Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte or through joining the GDOT Atlanta to Charlotte mailing list by emailing AtlantaCharlotteHSR@dot.ga.gov to receive periodic project milestone updates. |
| 10/22/2019 | Web Comment | How do we get people who normally do not support publicly funded projects to support this? If there is not enough support or money available from the government would a private organization be interested in building instead or funding along with our public governments? | There are logical steps that need to be followed in developing a major passenger rail project such as this. Each step needs a project sponsor (which can change between steps). From the point at which this project is now, the primary remaining steps are: 1. This Tier 1 EIS process needs to be completed with issuance of the FEIS/ROD and publication of the ROD selecting the Preferred Alternative Corridor. 2. A Tier 2 environmental review must be conducted selecting a specific alignment within the corridor. This needs to include the Atlanta Approach and the Charlotte Approach; the corridor could be broken into separate Tier 2 environmental reviews with different Project Sponsors (potentially the three states). 3. Right-of-way acquisition/Design 4. Construction 5. Implementation/Commissioning A project sponsor and funding source needs to be identified for each step. Also, please refer to the project newsletter for general timing and a listing of next steps http://www.dot.ga.gov/InvestSmart/Rail/Documents/Atl-Char/ATLCLT%20Newsletter_FINAL.pdf |

| 10/19/2019 | Web Comment | This would be wonderful. How can we get this funded so that it's possible to get it built sooner? | There are logical steps that need to be followed in developing a major passenger rail project such as this. Each step needs a project sponsor (which can change between steps). From the point at which this project is now, the primary remaining steps are: 1.This Tier 1 EIS process needs to be completed with issuance of the FEIS/ROD and publication of the ROD selecting the Preferred Alternative Corridor. 2. A Tier 2 environmental review must be conducted selecting a specific alignment within the corridor. This needs to include the Atlanta Approach and the Charlotte Approach; the corridor could be broken into separate Tier 2 environmental reviews with different Project Sponsors (potentially the three states). 3.Right-of-way acquisition/Design 4.Construction 5.Implementation/Commissioning A project sponsor and funding source needs to be identified for each step. Also, please refer to the project newsletter for general timing and a listing of next steps http://www.dot.ga.gov/InvestSmart/Rail/Documents/Atl-Char/ATLCLT%20Newsletter_FINAL.pdf |
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| 11/4/2019 | Web Comment | 1.Was there an RFP to conduct this portion of the study? 2.What is the name of the actual contract under which this study is being conducted? 3.Was there a project DBE outreach in Georgia or in any state by HNTB or GDOT? 4.My firm IDS Giobal is GDOT DBE and qualified to do corridor studies (Area Class 1.DS); was a DBE firm from either involved state along the project corridor utilized in this study of one engineering? 5. What is the DBE utilization so far on this study for the past three months? 6. What was the African American utilization on this study? 7. What is the current African American and overall DBE utilization for the overall Contract under which this study is being conducted? 8. Did the corridor question importance of the Appalachain Trail with respect to the proposed Overground Rail, i.e., project date may coincide with 100th anniversary of Appalachian Trail? 9.Did the corridor analysis take into account and document similarities and importance of the "Underground Railroad" with respect to the proposed Overground Rail? 10.The last GDOT disparity study showed underutilization of African American owned firms on FHWA contracts; will there be an effort to involve a broader range of DBE's on this project? Samuel Williams President IDS Global (770) 364-7914 sam.williams@idsglobal.com | Yes, there was an RFP. Contract number is TOOIPSPC100674. Required 12% DBE participation for master contract, the overall annual goal for DBE participation on all federally funded projects when this project was executed. The Appalachain trail is not located in the Study Area and the Project would not cross the trail. |
| 10/28/2019 | Web Comment | When o when will the public restrooms on the I-16 near Dublin be repaired??? It took many months to get them remodeled and they were lovely! They were only open for a few months and now both have been shut down for the entire summer and well into this fall. I have heard it is due to problems with the main water line to both. Also heard that this is the responsibility of the nearest town. This taxpaper wants it repaired NOW, whoever's the one responsible!!! If this had occurred near Atlanta, it would have been fixed months ago! There truly are 2 Georgias. | This issue is not part of the Atlanta to Charlotte Tier 1 EIS. For more information and contact information for rest stops, please see this website http://www.dot.ga.gov/DS/Travel/RestAreas/. |

General Public Comments and Questions and FRA/GDOT Responses from the Tier 1 DEIS Public Comment Period

CORRIDOR ALTERNATIVES

General support for project

Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date.

General support for alternatives presented

a. Greenfield Corridor Alternative

Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave undecided until a Tier 2 analyses the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date.

b. I-85 Corridor Alternative

Thank you for your support. A Preferred Corridor Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative.

Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. All comments regarding Preferred Alternatives will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. Project Sponsors and funding for the Tier 2 EIS analyses have not been identified to date.

FRA selected the Greenfield Corridor Alternative because this alternative performed the best in meeting the Purpose and Need of the Project. While the I-85 Corridor Alternative performed well, the geometry of the I-85 Corridor did not allow trains to reach maximum speeds, creating longer trips times and attracting lower level of ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 Corridor Alternative presents engineering challenges due to corridor constraints around Greenville, SC that would require a Project Sponsor to construct an elevated viaduct through the area. Details of the I-85 Corridor Alternative's performance are available in Chapter 3 of the EIS.

c. Southern Crescent Corridor Alternative

Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative.

Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent Corridor Alternative because its geometry limited maximum speed, causing longer travel times that are not competitive with existing modes of travel, and attracting a lower level of ridership. More than one Tier 2 study may be required prior to construction to define the corridor alignment, the propulsion technologies, the specific station locations, and detailed environmental impacts.

As the Project continues to develop, municipalities could consider studying the feasibility of providing a connection to the Greenfield Corridor to allow easier access to the service.

d. Preferred Either I-85 or Southern Crescent Corridors

Thank you for your support. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative.

FRA selected the Greenfield Corridor Alternative because it performed best in meeting the Purpose and Need of the Project. FRA dismissed the Southern Crescent because the corridor's geometry limited maximum speeds, generating travel times that are not competitive with existing modes of travel, and attracting lower levels of ridership. FRA dismissed the I-85 Corridor because while the I-85 performed better than the Southern Crescent Alternative, the geometry of the I-85 Corridor also did not allow trains to reach maximum speeds, creating longer trips times, and attracting less ridership. The State DOTs also expressed concern about preserving I-85 for future roadway projects, particularly through South Carolina. Finally, the I-85 presents engineering challenges due to corridor constrains around Greenville, SC that would require the Project Sponsor to construct an elevated viaduct through the area. Details of the Corridor Alternative's performance are available in Chapter 3 of the EIS.

Unsupportive of project

Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development. The Tier 2 studies will also analyze environmental impacts at a detailed level. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. All comments will remain a part of the project record and will be summarized in the Tier 1 FEIS/ROD. Responses to the comment summaries will also be provided on the project website. At this time, funding and a Project Sponsor have not been identified for a Tier 2 study.

Are opposed to the Greenfield alignment, mostly due to environment concerns in the Greenville suburbs, notably where it is shown as close to the Enoree River

Thank you for your comment. A Preferred Alternative has been identified in the FEIS/ROD (refer to Section 2.1 in the FEIS/ROD) and it is for high-speed rail with frequent service operating on dedicated tracks without at-grade roadway crossings in the Greenfield Corridor Alternative. FRA dismissed the other two Corridor Alternatives, although FRA and GDOT did leave open until Tier 2 analyses of the exact route into Atlanta and confirmation of the route into Charlotte, as well as the location of stations and the choice of propulsion technology. North Carolina DOT and South Carolina DOT also support this Alternative. Detailed frequencies, schedules, and fares will be developed in further stages of Project Development.

In this Tier I EIS, FRA and GDOT performed a desktop-level review of environmental impacts that would result from this Project and did not perform any fieldwork as part of this study. A future Tier II study will select an exact route within the Greenfield Corridor

Alternative, and will perform a detailed review, including fieldwork, to determine any environmental impacts that result from the Project. FRA and the Project Sponsor will work with stakeholders to develop appropriate mitigation strategies for any environmental impacts that result from the Project. The public and other stakeholders will be informed throughout the study process and have opportunities to provide comments to help guide the development of the study. At this time, funding and a Project Sponsor have not been identified for a Tier II study.

Concern about which stations would be served throughout the corridor, why these locations were chosen, and/or suggestions of additional stations or transit service that should be added along the corridor.

For this Tier 1 EIS, station locations identified are considered potential areas for stations to be located. Precise locations will be determined in a future Tier 2 environmental review, using specific service-related metrics and further environmental analysis of the Preferred Alternative.

The current station areas were influenced by the Project's Purpose and Need (refer to Section 1.4 of the Tier 1 FEIS/ROD), as well as input from stakeholders and the public. Additionally, these station areas were selected based on analyzed ridership and potential travel-time impacts/benefits (refer to section 5.6 Ridership and Revenue of the DEIS Appendix B). Section 2.2.2.2 of the DEIS describes the refinement of the Corridor Alternatives and station locations.

Consistent with the Project's Purpose to connect the end-point cities of Charlotte and Atlanta, GDOT assumed the following station opportunities will be common throughout the three Corridor Alternatives (listed from north to south):

- the future Charlotte Gateway Station;
- the CLT airport (Charlotte's airport);
- a downtown Atlanta station;
- and H-JAIA (Atlanta's airport)

These anticipated stations are located along all three Corridor Alternatives and help meet the Purpose and Need by providing airport connectivity, transit access, and service between the downtowns of Atlanta and Charlotte. However, since the station locations have not been finalized for the Tier 1 EIS analysis, potential new stations and/or modified station locations along the identified Preferred Alternative are possible in a future Tier 2 environmental review.

Potential for other cities to be connected or the line expanded

See the response for No. 5 above regarding stations. As part of the Project's Purpose and Need, the proposed high-speed rail line is part of the SEHSR corridor that currently proposes connections between Jacksonville, FL, Savannah and Atlanta GA, Columbia, SC, Charlotte and Raleigh, NC, Richmond, VA, and Washington, D.C. As of the commencement of this Tier 1 EIS and the publication of this document in 2020, intercity passenger rail service is available in Charlotte provide connecting service to points north on the SEHSR corridor through

Washington, D.C. to New York, NY. Additional service from Charlotte to Washington, D.C. is planned and documented as part of separate Tier 1 EIS and Tier 2 environmental review documents for the SEHSR corridor.

Refer to Section 1.2: About the Project, of the Tier 1 DEIS for more information on the SEHSR FEIS/ROD. as it relates to this Tier 1 Please visit https://www.ncdot.gov/divisions/rail/projects/southeast-corridor/Pages/default.aspx for more information on the SEHSR corridor and developing projects in the Southeast region. Please for additional GDOT Rail visit the following link Planning documents, http://www.dot.ga.gov/IS/Rail

What is the general timeframe a Preferred Alternative would be selected?

Once all public comments have been received and organized, the Preferred Alternative will be discussed in the Tier 1 FEIS/ROD. Copies of the FEIS/ROD will be available online and also filed with regional libraries for public viewing. GDOT anticipates that the Record of Decision (ROD) will be simultaneously released with the FEIS/ROD in 2021. The ROD identifies the Preferred Alternative, presents the basis for the decision, and includes descriptions of the Corridor Alternatives considered. The ROD is the final step in the Tier 1 EIS process, signifying approval of the proposed action.

Main factors differentiating the 3 alternatives? What makes each one attractive?

The main factors differentiating the three (3) Corridor Alternatives are location, operating speeds, travel times, anticipated ridership, capital cost, and ratio of fare revenue to operating cost. These factors demonstrate the alternative characteristics evaluated in the Tier 1 DEIS. Please refer to Exhibit 2-20: Summary of Alternatives, in the Tier 1 DEIS.

The Southern Crescent Corridor Alternative is primarily located west of I-85 and has the slowest operating speeds, longest travel times, lowest ridership, and fares would be significantly lower than operating cost. The Southern Crescent Corridor Alternative has the ability to share the use of the existing Norfolk Southern Railway tracks and right-of-way and could serve as an expansion of the existing Amtrak Crescent service. Although this alternative has the lowest capital cost and has the ability to share and existing transportation corridor, the majority of the railroad corridor is either privately owned or heavily developed.

The I-85 Corridor Alternative inherently follows I-85 and has higher operating speeds, much shorter travel times, ridership five times as high as the Southern Crescent, and the highest capital cost, but fare revenue would be more than twice as high as operating cost. Following the highway right-of-way, which includes more gradual curves and gradients than the railroad alignment, provides a new passenger rail corridor that is competitive with automobile travel times between Atlanta and Charlotte. Although the I-85 Corridor Alternative has the ability to use publicly owned highway right-of-way, it has the highest capital cost due to the additional infrastructure needed to safely share the existing highway corridor.

The Greenfield Corridor Alternative is primarily located east of I-85 and has the fastest operating speeds, shortest travel times, highest ridership, capital cost substantially lower than the I-85 Corridor Alternative, and a ratio of fare revenue to operating cost very similar to I-85. The Greenfield Corridor Alternative provides an opportunity to construct a new corridor in a generally lesser developed area with more gradual terrain, which delivers a new passenger

rail corridor that is the most competitive with automobile and air travel times between Atlanta and Charlotte. Although the Greenfield Corridor Alternative has the lowest capital cost, the majority of the corridor would require acquisition of right-of-way from private property owners.

Unsupportive of Greenfield—how can the impact on developing counties and the destruction of family neighborhoods and property values be mitigated against ridership that will provide zero financial benefit to the county or those who will be displaced when there are options that utilize existing corridors?

The Project would provide a corridor-wide benefit by adding capacity to the transportation network to supplement the existing air, rail, and highway transportation networks, and to help accommodate future employment and population growth in the region. The additional capacity would provide greater mobility for travelers between Atlanta and Charlotte whose transportation choices are currently limited to constrained air and highway networks.

Right-of-way impacts are unknown at this time. Right-of-way impacts, specific alignments, environmental impacts, mitigation measures, connections to local transit, etc. will be addressed in a future Tier 2 environmental review. During a future Tier 2 environmental review, public and stakeholder outreach will continue throughout the project development process.

The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. FRA determined that a tiered NEPA process is appropriate for a project of this scale, as tiering involves a staged environmental review process applied to complex projects covering large geographic areas.

For the project, this Tier 1 DEIS establishes:

- Purpose and Need
- A broad assessment of the potential transportation, social, economic, and environmental impacts of Corridor Alternatives
- The outcomes of public and agency coordination

The Tier 1 DEIS also identifies general locations for potential stations; and discusses potential train technology, speed, and frequency necessary to support the Purpose and Need of the Project. After the public and interested agencies provide comments on the Tier 1 DEIS, FRA and GDOT will publish the Final Environmental Impact Statement/Record of Decision (FEIS/ROD). The FEIS/ROD will respond to comments on the Tier 1 DEIS, discuss any changes made since the release of the DEIS, and FRA and GDOT will select a Preferred Corridor Alternative that could be evaluated further in a Tier 2 environmental review. At this time, funding has not been identified to initiate a Tier 2 environmental review for the Atlanta to Charlotte corridor.

Decisions that are discussed in this Tier 1 DEIS, but will be deferred to a Tier 2 environmental review include: station locations, rail alignment within the Preferred Corridor Alternative, airport connections, train technology, and the Atlanta Approach. Future NEPA steps following this Tier 1 DEIS could also include the following: (1) Tier 2 EIS; (2) Preliminary Engineering

(could be concurrent with Tier 2 study); (3) Service Development Plan (could be concurrent with Tier 2 study); (4) Identification of Project Funding; (5) Final Design; (6) Right-of way (ROW) acquisition; and (7) Construction. Tier 2 EIS studies focus on the analysis of project and alignment specific impacts, whereas the Tier 1 EIS focuses on defining broader, corridor-wide impacts.

Preliminary Engineering (PE) includes design work and analysis that leads to the production of construction plans and cost estimates for the Project. PE could include track alignment, station locations, bridge designs, and engineering and traffic surveys. Final Design concludes the engineering and design work with the production of final plans and prepares the project for right-of-way (ROW) acquisition and construction. A Service Development Plan (SDP) defines the service improvements, transportation network, operational and financial aspects for the Preferred Alternative selected through the NEPA process.

I am a 35 year Veteran of Blacksburg Volunteer Fire Department. I have seen numerous wrecks on I-85 and on the Norfolk Southern Line that runs through our town. In every event, speed has been a contributing factor. At 220 mph, you are asking for a major problem. Will this be on the existing Norfolk line that runs through Greenville SC to Charlotte?

The proposed train technology and speed options that could reach top speeds of 220 mph would have dedicated tracks with grade-separated highway-rail crossings. Federal regulations require that all highway-rail crossings be grade-separated where train speeds exceed 125 mph. An exact alignment will be determined during a Tier 2 environmental study. In 2018, a rule change amending 49 CFR part 238 allows trains to operate at 220 mph in the United States. This final rule adds a new tier of passenger equipment safety standards (Tier III) to facilitate the safe implementation of nation-wide, interoperable high-speed passenger rail service at speeds up to 220 mph. While Tier III trainsets must operate in an exclusive rightof-way without grade crossings at speeds above 125 mph, these trainsets can share the rightof-way with freight trains and other tiers of passenger equipment at speeds not exceeding 125 mph. This final rule also establishes crashworthiness and occupant protection performance requirements in the alternative to those currently specified for Tier I passenger trainsets. Please visit the Federal Register for more information: https://www.federalregister.gov/documents/2018/11/21/2018-25020/passenger-equipmentsafety-standards-standards-for-alternative-compliance-and-high-speed-trainsets

There are huge concerns around rail safety and I'd like to understand how they will be safe.

A benefit of high-speed intercity rail as an alternative travel mode is its contribution to the overall net improvement in traveler safety. Based on national data provided by the Bureau of Transportation Statistics, between the years 2008 and 2013, rail service had lower fatality rates compared to auto and air travel. Implementing high-speed rail passenger service between Atlanta and Charlotte could potentially lower the incidence of fatalities within the Study Area.

| Fatalities by Travel Mode - | United States |
|-----------------------------|---------------|
|-----------------------------|---------------|

| Travel Mode | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | |
|--|--------|--------|--------|--------|--------|--------|--|
| Air | 568 | 548 | 476 | 489 | 449 | 429 | |
| Highway | 37,423 | 33,883 | 32,999 | 32,479 | 33,782 | 32,719 | |
| Water | 854 | 865 | 821 | 904 | 765 | 642 | |
| *Train | 317 | 252 | 269 | 256 | 239 | 242 | |
| Source: United States Department of Transportation, Bureau of Transportation Statistics ¹ | | | | | | | |

*Includes train accidents and incidents at highway-rail grade crossings

The proposed train technology and speed options that could reach top speeds of 220 mph would have dedicated tracks with grade-separated highway-rail crossings. Federal regulations require that all highway-rail crossings be grade-separated where train speeds exceed 125 mph. In 2018, a rule change amending 49 CFR part 238 allows trains to operate at 220 mph in the United States. This final rule adds a new tier of passenger equipment safety standards (Tier III) to facilitate the safe implementation of nation-wide, interoperable high-speed passenger rail service at speeds up to 220 mph. While Tier III trainsets must operate in an exclusive right-of-way without grade crossings at speeds above 125 mph, these trainsets can share the right-of-way with freight trains and other tiers of passenger equipment at speeds not exceeding 125 mph. This final rule also establishes crashworthiness and occupant protection performance requirements in the alternative to those currently specified for Tier I passenger trainsets. Please visit the Federal Register for information: https://www.federalregister.gov/documents/2018/11/21/2018more 25020/passenger-equipment-safety-standards-standards-for-alternative-compliance-and-highspeed-trainsets

ENVIRONMENTAL PROCESS

Will FRA or agencies other than GDOT be involved in sponsoring the project?

GDOT is the sponsor for this Tier 1 EIS; however, no sponsor has been identified for further phases of the Project. Because the proposed project corridor crosses three states and involves several larger metropolitan areas, other agencies or public/private partnership could sponsor future phases of the Project. In a Tier 2 environmental review, FRA would likely be the lead federal agency, but other federal agencies could also be involved.

Will effects of carbon emissions/carbon footprint be considered? Would alternative fuels be considered?

The DEIS discusses the preliminary effects of air quality and climate change at a high level during the Tier 1 EIS evaluation (refer to Section 3.4 of the DEIS and Section 1.4.2.7 of the

¹ <u>https://www.rita.dot.gov/bts/sites/rita.dot.gov.bts/files/publications/national_transportation_statistics/html/table_02_01.html</u>

DEIS). During the Tier 2 environmental review phase, a more detailed analysis of impacts and mitigation will be conducted of the Preferred Alternative and technologies to be utilized. The Greenfield has the greatest potential to divert trips from highway and air travel, followed closely by I-85, whereas the Southern Crescent Corridor, while more competitive with bus travel, only diverts a negligible amount of highway and air travel. GDOT expects that the Greenfield and I-85 Corridor Alternatives would have the greatest reduction in vehicular emissions, based on modal shift projections.

When will more information regarding environmental impacts be available?

Tier 1 DEIS analysis for environmental impacts is discussed in Chapter 3: Affected Environment and Environmental Consequences. Contingent upon additional funding and project sponsor, a future Tier 2 environmental review will evaluate the Preferred Alternative with more details and analysis, including field verification efforts. The Tier 2 environmental review level of effort will also include avoidance, minimization and mitigation measures. However, a timeframe and sponsor for a Tier 2 environmental review have not been identified.

If properly utilized by citizens, what are the environmental benefits?

It is unknown at this time what the overall environmental benefits would be, but GDOT anticipates that the Project will have a positive environmental benefit due to trips diverted from auto and air to rail. The diverted trip summary is included in the Tier 1 DEIS Exhibit 3.7-11: Number of Auto-trips Diverted Annually. Additionally, please refer to the Tier 1 DEIS Exhibit 3-5: Summary of Potential Environmental Impacts for other environmental measures across the Corridor Alternatives. A future Tier 2 environmental review will further define what benefits, if any, the proposed project will have on the surrounding environment. The Greenfield has the greatest potential to divert trips from highway and air travel, followed closely by I-85, whereas the Southern Crescent Corridor, while more competitive with bus travel, only diverts a negligible amount of highway and air travel. GDOT expects that the Greenfield and I-85 Corridor Alternatives would have the greatest reduction in vehicular emissions, based on modal shift projections. Additionally, both the Greenfield and I-85 alternatives consider the use of electric train technology, which would generate an even greater reduction of emissions pollutants when compared to diesel service. The Tier 2 environmental study will include a detailed air quality assessment and detailed analysis of diesel and electric train technology.

What would be the overall environmental impacts to resources such as wildlife, waters, and greenspace?

A future Tier 2 environmental review of the Preferred Alternative will evaluate the potential for environmental impacts to all resources. Specific impacts to environmental resources are currently unknown in this process. However, Table 3-3 in the Tier 1 FEIS/ROD provides a summary of potential environmental impacts. Parklands, Wildlife Refuges, and Recreational Areas Impacts can be found in Section 3.7 of the DEIS; Water Resources Impacts can be found in Section 3.9 of the DEIS; and Biological Resource Impacts can be found in Section 3.10 of the DEIS. The National Environmental Policy Act (NEPA) requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions. FRA determined that a tiered NEPA process is appropriate for a project of this scale, as tiering involves a staged environmental review process applied to complex projects covering large geographic areas.

For the project, this Tier 1 DEIS establishes:

- Purpose and Need
- A broad assessment of the potential transportation, social, economic, and environmental impacts of Corridor Alternatives
- The outcomes of public and agency coordination

The Tier 1 DEIS also identifies general locations for potential stations; and discusses potential train technology, speed, and frequency necessary to support the Purpose and Need of the Project. After the public and interested agencies provide comments on the Tier 1 DEIS, FRA and GDOT will publish the Final Environmental Impact Statement/Record of Decision (FEIS/ROD). The FEIS will respond to comments on the Tier 1 DEIS, discuss any changes made since the release of the DEIS, and FRA and GDOT will select a Preferred Corridor Alternative that could be evaluated further in a Tier 2 environmental review. At this time, funding has not been identified to initiate a Tier 2 environmental review for the Atlanta to Charlotte corridor.

Decisions that are discussed in this Tier 1 DEIS, but will be deferred to a Tier 2 environmental review include: station locations, rail alignment within the Preferred Corridor Alternative, airport connections, train technology, and the Atlanta Approach. Future NEPA steps following this Tier 1 DEIS could also include the following: (1) Tier 2 EIS; (2) Preliminary Engineering (could be concurrent with Tier 2 study); (3) Service Development Plan (could be concurrent with Tier 2 study); (4) Identification of Project Funding; (5) Final Design; (6) Right-of way (ROW) acquisition; and (7) Construction. Tier 2 EIS studies focus on the analysis of project and alignment specific impacts, whereas the Tier 1 EIS focuses on defining broader, corridor-wide impacts.

Preliminary Engineering (PE) includes design work and analysis that leads to the production of construction plans and cost estimates for the Project. PE could include track alignment, station locations, bridge designs, and engineering and traffic surveys. Final Design concludes the engineering and design work with the production of final plans and prepares the project for right-of-way (ROW) acquisition and construction. A Service Development Plan (SDP) defines the service improvements, transportation network, operational and financial aspects for the Preferred Alternative selected through the NEPA process.

Does the environmental analysis look at the entire life cycle of the construction process?

Evaluating the construction process is not a part of this Tier 1 EIS. Additional environmental analysis of the environmental impacts on the Preferred Alternative will be conducted in a Tier 2 environmental review, including construction related impacts.

Are all the impacts negative? Diverting car trips would be a positive impact right - so the blue symbol is best? However, impacts to minority and lower income groups are assumed to be negative impacts right? - so the green symbol is best for that row? It's hard to compare alternatives without at least a little more detail or clarification, or at least presentation of the impacts in a comparable way.

The

symbols

(http://www.dot.ga.gov/InvestSmart/Rail/AtlCharPublicMeetings/8%20Environmental_Comp arison.pdf) were utilized in the graphics for public involvement to help simplify the more robust table in the Chapter 3 of the DEIS. The symbols did not represent positive or negative impacts but rather the highest or lowest potential for impacts. Please see the Table below for more details about the Project's potential environmental impacts. In addition, Chapter 3 of the DEIS goes into detail about the potential environmental impacts of each of the Corridor Alternatives.

| Corridor Alternative | | | | | | |
|--|--|---|--|---|--|---|
| Measures | Southern Crescent with NS Atlanta Approach | Southern Crescent with CSX Atlanta Approach | I-85 with NS Atlanta Approach | I-85 with CSX Atlanta Approach | Greenfield with NS Atlanta Approach | Greenfield with CSX Atlanta Approach |
| Percentage of automobile trips diverted to rail (2050, rounded) | 1% | | 3% | | 4% | |
| Percentage of air trips diverted to rail (2050, rounded) | n | /a* | 8% | | 10% | |
| Percentage of intercity bus rips diverted to rail (2050, rounded) | 19 | 9% | 19% | | 15% | |
| Number of potential noise receptor impacts | 11,872 | 11,310 | 7,163 | 6,963 | 9,628 | 9,246 |
| Number of potential vibration- receptor impacts | 29 | 37 | 21 | 26 | 145 | 149 |

Summary Potential Environmental Impacts

| Percentage of Census Block Groups meeting EJ criteria for Minority Population | 44.7% | 43.2% | 42.1% | 41.8% | 37.7% | 37.2% |
|--|-------|--------|-------|--------|--------|--------|
| Percentage of Census Block Groups meeting EJ criteria for Low-Income Population | 34.1% | 30.11% | 26.8% | 23.7% | 22.7% | 19.02% |
| Parklands and Wildlife Refuges Sites (number) | 28 | 33 | 21 | 26 | 17 | 22 |
| Parklands and Wildlife Refuges (acres) | 950.7 | 937.65 | 74.88 | 107.71 | 48.01 | 66.18 |
| Known Historic Resources (number) | 117 | 110 | 52 | 49 | 44 | 37 |
| Community Facilities (number) | 366 | 354 | 187 | 185 | 120 | 116 |
| Wetlands (acres) | 45 | 100 | 148 | 194 | 130 | 169 |
| Waterbody Crossings (number) | 169 | 270 | 462 | 525 | 566 | 629 |
| Floodplains (acres) | 494 | 918 | 762 | 1,181 | 738 | 1,129 |
| Known Threatened and Endangered Species Habitats (number) | 38 | 41 | 38 | 41 | 35 | 38 |
| Natural Terrestrial Habitat (acres) | 6,312 | 7,517 | 2,688 | 3,893 | 10,520 | 10,854 |

Note: Analysis of environmental resources is presented for each combination of Corridor Alternative and Atlanta Approach, except for transportation impact, since the two Atlanta Approaches have similar performance from an operational and ridership standpoint. The NS option is used as the representative Atlanta Approach for transportation impacts.

Sources and methodologies for each resource are discussed in the following sections of this chapter.

*As described in DEIS Appendix B, air travel diversion was modeled for the I-85 and Greenfield Corridor Alternatives, but not the Southern Crescent Corridor Alternative. GDOT determined that the level of service provided by the Southern Crescent would not be competitive with air travel, primarily due to the longer travel time.

TECHNOLOGY

Benefit of diesel versus electric train technologies?

Diesel trains do not require the infrastructure and higher capital cost associated with installing electrification along the corridor. The lesser capital cost could enable diesel technology to be implemented as an earlier phase of development of passenger service along the corridor. Diesel technology is also consistent with the trains that operate on the SEHSR corridor north of Charlotte. The lesser speed, however, results in a lower ridership and higher operating cost. The lower ridership reduces the revenue generated to offset operation and maintenance costs. Electrification could be installed at a later date.

Benefit of electric versus diesel train technologies?

Electric trains can operate at up to 220 mph where track alignment curvature is limited and can accelerate faster than diesel trains to further reduce trip times. Electric trains have lower operating and maintenance cost, are quieter, and have no emissions at the point of use. The higher speed generates more ridership and revenue which supports a more frequent train schedule and reduces operation and maintenance costs. This will be evaluated further in Tier 2 environmental review.

Was the Maglev option considered?

Maglev technology was not evaluated in this Tier 1 EIS, but could be considered in a Tier 2 environmental review.

Will the track be elevated or ground level? What type of barriers would be in place to muffle noise? Will a noise analysis be performed to show sound levels along the proposed track, and will this be made available to the public?

Several factors will determine if the track will be elevated such as topography, track vertical geometry requirements and separation of roadway crossings. For this Tier 1 EIS, GDOT assumed that the track would likely both be elevated and at ground level at various locations along the corridor alternatives. The Southern Crescent Corridor Alternative route will primarily only be at existing ground level following the existing railroad alignment grade. The I-85 Corridor Alternative will follow the grade of the existing highway in segments where proposed in the highway median. In constrained segments where construction the track in the median is not feasible, the railroad corridor will be elevated above the highway and interchanges.

GDOT assumes that the Greenfield Corridor Alternative alignment would be built at ground level unless required by terrain conflicts, the need to separate above or under roadways, and/or minimize impacts to adjacent properties and sensitive environmental areas. These are just some of the factors that will determine if the track will be elevated above existing ground or kept at or near ground level. Noise analysis was performed as part of the Tier 1 DEIS and summarized in Chapter 3 – Section 3.5.

This Tier 1 EIS identifies potential receptors as a measure of potential impacts. This level of analysis does not indicate a negative noise or vibration impact, but the estimated number of possible noise and vibration receptors located within each Corridor Alternative. A Tier 2 environmental review will conduct a detailed noise and vibration analysis of the Preferred Corridor Alternative, and explore noise and vibration impacts related to construction activities and station areas. The Tier 2 environmental review will also identify mitigation strategies for the selected alignment, technology, and station areas.

More detailed noise analysis will be part of a future Tier 2 environmental review of the Preferred Alternative.

Has anyone researched or discussed an underground option? The state already owns the land, use I-85 as a guide.

The Tier 1 EIS did not consider or evaluate an underground option for any of the Corridor Alternatives or sections of a Corridor Alternative. Tunneling costs are typically much higher than at-grade construction and, in some instances, alignments that are elevated on structure. Tunneling of sections of the corridor could be considered in Tier 2 environmental reviews if feasible, cost effective, or required to avoid existing obstacles.

What is being done to explore new tech solutions for passenger and freight like AirTrac. <u>https://airtractransport.com</u>. How can a company like AirTrac participate in the process?

The Tier 1 EIS did not explore alternative technology solutions like AirTrac. AirTrac participation could be considered in a future Tier 2 environmental review. However, a project sponsor and funding source has not been identified yet. The I-85 and Greenfield Corridor Alternatives were designed for dedicated passenger rail use; however, the design standards do not preclude freight operations in the future. Adding freight traffic to the Alternatives was not evaluated as a part of this Tier I EIS.

PUBLIC MEETINGS/LOGISTICS

Why were meetings not advertised in newspapers?

Following the federal legal advertisement requirements for public involvement, these meetings were advertised 30 days in advance of the meeting in the Atlanta Journal Constitution (AJC) starting on 9/25/19, the Charlotte Observer on 9/24/19, and The Greenville News on 9/25/19. A second round of legal notices were advertised a week in advance of the meeting in the AJC, Charlotte Observer, and The Greenville News. Additionally, National Public Radio (NPR) in

Atlanta advertised the meetings on 10/22/19 on their morning radio show, and NPR in Charlotte hosted a one hour show on the Project and overall high-speed rail in a program called "Charlotte Talks" on 10/23/19. News outlets and various social media posts were also included as a part of advertisements for the public meetings. The meeting materials were also available online as well as in the DOT offices of each state through the public comment period.

Meetings should be held in locations where the lines are being proposed.

GDOT and FRA selected meeting locations based on major population centers identified along the proposed project corridor. Future meetings for the public will be included as part of a Tier 2 environmental review, if a sponsor and a funding source are identified to advance the development of the Preferred Alternative.

Meetings were not announced early enough.

Following the federal legal advertisement requirements for public involvement, these meetings were advertised 30 days in advance of the meeting in the Atlanta Journal Constitution (AJC) starting on 9/25/19, the Charlotte Observer on 9/24/19, and The Greenville News on 9/25/19. A second round of legal notices were advertised a week in advance of the meeting in the AJC, Charlotte Observer, and The Greenville News. Additionally, NPR in Atlanta advertised the meetings on 10/22/19 on their morning radio show, and NPR in Charlotte hosted a one hour show on the Project and overall high speed in a program called "Charlotte Talks" on 10/23/19. News outlets and various social media posts were also included as a part of advertisements for the public meetings. All partners advertised the meetings. The meeting materials were also available online as well as in the DOT offices of each state through the public comment period.

INTERMODAL

What are the benefits of a high-speed rail line vs air travel? What would be the cost per mile?

Please see Exhibit 1-8 in Chapter 1 of the DEIS for a comparison of travel modes and average travel times for automobile vs. air travel, the table can also be seen below. Also, see Exhibit 2-20 in Chapter 2 of the DEIS for potential travel times for the three Corridor Alternatives. High-speed rail service would provide many direct benefits for travel along the corridor. A high-speed rail line would provide direct service multiple cities and stations, increasing connectivity and accessibility for communities along the corridor. High-speed rail service would also provide similar door-to-door travel times as air service between endpoints when taking into account travel time to the airport and to clear security protocol. By shifting travelers from air to rail, additional capacity will become available at the region's congested airports to allow for longer distance flights. Rail service also produces less emission pollutants than air travel. A Tier 2 study will consider diesel vs electric train technology types, if electric technology is selected, the reduction in emissions would be even greater.

| Comparison of | Existina | Travel Modes | and Proposed | Corridor Alternatives |
|---------------|----------|---------------------|--------------|-----------------------|
| | J | | | |

| Travel Mode | Frequency of Trips (Round Trips) | Average Travel Time between Atlanta and Charlotte |
|--|-------------------------------------|---|
| Automobile | | |
| I-85 | N/A | 3 hours, 45 minutes ² |
| I-20, I-77 | N/A | 4 hours, 43 minutes ³ |
| Intercity Bus | 14 | 5 hours, 14-16 minutes, depending on carrier |
| Intercity Rail | | |
| Amtrak Crescent | 1 | 5 hours, 17 minutes ⁴ |
| Air | 36 | |
| American | 18 | 1 hour 17 minutes (direct flight time only) ⁵ |
| Delta | 18 | 1 hour, 10 minutes (direct flight time only) ⁶ |
| Passenger Rail Proposed Corridor Alternatives | | |
| Crescent | 4 | 4 hours, 35 minutes to 5 hours, 34 minutes |
| I-85 | 14 | 2 hours, 42 minutes** to 2 hours, 50 minutes |
| Greenfield | 16-22* | 2 hours, 6 minutes** to 2 hours, 44 minutes |

Costs can vary by alternative and the Corridor Alternatives have had a limited amount of engineering performed to date. From Appendix B (Alternatives Development Report) section 5.9.2 Capital Cost Estimates, the per mile cost (2013 dollars) for the Southern Crescent Corridor Alternative 110MPH service is 271 miles in length with a cost per mile of \$8.5M; for the I-85 Corridor Alternative (180MPH) length is 266 miles with a cost per mile of \$57.8M; and for the Greenfield Corridor Alternative (220MPH), length is 273 miles with a cost per mile of \$30.9M.

How or will this connect with MARTA?

See above response to stations. Since stations, at this juncture, are described as general areas and not exact locations, how the proposed high-speed rail service will connect with MARTA has not been determined yet. However, as the MARTA system looks today, potential connections with MARTA rail service will be at the Hartsfield-Jackson International Airport and

² Travel times reflect start/end points from city-centers of Charlotte and Atlanta Google Maps Driving Directions, assumes vehicles are driving the posted speed limits

³ Travel times reflect start/end points from city-centers of Charlotte and Atlanta. Google Maps Driving Directions, assumes vehicles are driving the posted speed limits

⁴ Amtrak, http://www.amtrak.com/home (accessed on 1/31/18)

⁵ Estimate based on information provided by searching for weekday flights between Atlanta and Charlotte

⁶ Estimate based on information provided by searching for weekday flights between Atlanta and Charlotte

downtown Atlanta. Station locations and potential for local transit connections will be further evaluated in a Tier 2 environmental review.

Who will be responsible for ROW maintenance, coordination of passenger and freight traffic, and mediation between the two entities (CSX and passenger rail authority) if existing rail is utilized?

A Service Development Plan (SDP) was not developed for this Tier 1 EIS, but will be developed during a future Tier 2 environmental review, and will outline how the proposed high-speed rail service will be operated, dispatched and maintained. Only the Southern Crescent Alternative assumes significant shared use of existing track. Maintenance of the right-of-way and freight rail coordination is also deferred to a future Tier 2 environmental review.

I am very much in favor of the new corridor solution for high-speed trains between Charlotte and Atlanta, but I believe the train should allow vehicles to be carried, meaning passengers can drive their cars on to the train in Charlotte and then once in Atlanta (two hours later) they can drive off.

Allowing vehicles to be carried on the proposed high-speed rail service from Atlanta to Charlotte does not meet the Purpose and Need of the project. Based on the Study Area's existing and future travel demand and transportation system capacity, there is a need to supplement Interstate highways and other travel modes to increase system capacity by diverting more trips from these modes to trains. The Project would supplement the Study Area's transportation system capacity and serve as an alternative to automobile trips by connecting with other local transit options.

Travel time and reliability is also an important Need defined in the DEIS, which could be hindered by the addition of allowing automobiles onto the trains. Deficiencies with the existing transportation system hinder travel time reliability between Atlanta and Charlotte. To improve intercity travel and mobility between Atlanta and Charlotte, a proposed travel mode must provide competitive travel times and reliability in comparison to existing modes. The Study Area's projected travel demand, resulting from population and employment growth, further underscores the need for a travel mode that offers competitive and reliable travel times.

Amtrak offers the Auto Train, a train that transports cars and their owners from Lorton, VA to Sanford, FL.

GENERAL

How will the rail line benefit rural areas?

In addition to the overall benefits that the entire service area could enjoy from a new highspeed rail service, the rural areas will benefit from a new service that provides an additional travel mode with stations spaced at reasonable intervals along each of the corridors compared in the DEIS. Additionally, the Project would provide a corridor-wide benefit by adding capacity to the transportation network to supplement the existing air and highway transportation networks and to help accommodate future employment and population growth in the region. The additional capacity would provide greater mobility for travelers in the corridor between Atlanta and Charlotte whose transportation choices are currently limited to constrained air and highway networks.

How will the City of Tucker benefit from this?

In addition to the overall benefits that the entire service area could potentially enjoy from a new high-speed rail service, specific benefits for residents of the City of Tucker will depend on the alignment chosen for the approach to downtown Atlanta. A discussion of the Atlanta Approach can be found in the DEIS in Section 2.2.2.2 Phase 2 - Refinement of Corridor Alternatives. In this Tier 1 EIS, FRA did not select an Atlanta Approach Instead, the Atlanta approach will be subject of a subsequent Tier 2 environmental review which will be focused on identifying the optimal corridor for extending passenger rail into and through the Atlanta area.

Has there been work conducted as part of the Statewide Transportation Plan or by ARC to specifically identify the problems/needs of intercity travel? If so, what are they and how would/is this project expected to meet those needs?

Please refer to Chapter 1 of the DEIS, specifically Section 1.1, for a timeline of other initiatives conducted within the Study Area. The State Rail Plan identifies this corridor in Georgia's Proposed Passenger Rail Improvements and Investments in Section 3.3.2 Atlanta – Charlotte. The State Rail Plan can be viewed here: <u>http://www.dot.ga.gov/IS/Rail/StateRailPlan</u>. Additional passenger rail planning documents completed by GDOT can be found here: http://www.dot.ga.gov/IS/Rail. See Chapter 2 of the DEIS for potential benefits as far as travel times, number of daily round trips, and other potential benefits. Ongoing coordination with state agencies and regional governments will continue throughout the Tier 1 EIS, any future Tier 2 environmental review, and subsequent implementation steps.

What hours would trains run?

Tier 1 DEIS Appendix B Section 5.7.2: Alternative Stopping Patterns and Schedules provides sample times when trains would run for this stage of the planning process. Schedules, frequencies and stopping patterns will be evaluated further in a future Tier 2 environmental review as well as a subsequent Service Development Plan.

What is the cost per passenger? How many trains per day? Will it connect to Washington DC, NYC, and Boston?

Tier 1 DEIS Appendix E Section 6: Revenue Maximizing Analysis provides details regarding cost per passenger mile. For the purposes of this study, fares were estimated based on the distance between station pairs, the cost to access an origin and destination station, and a boarding fee. However, passenger ticket prices will be further defined as part of a future Service Development Plan and would be determined by the operator and other partners. As of the commencement of this Tier 1 EIS and the publication of this document in 2020, intercity passenger rail service is available in Charlotte to provide connecting service to points north on the SEHSR corridor through Washington, D.C. to New York, NY. Additional service from Charlotte to Washington, D.C. is planned and documented as part of separate Tier 1 EIS and

Tier 2 environmental review documents for the SEHSR corridor. GDOT anticipates that connections for service to Washington D.C., New York, NY and Boston, MA will continue to be available at the Charlotte Gateway Station. Fare, frequency and connectivity will be evaluated further in a future Tier 2 environmental review.

Were any participants from disability organizations consulting parties?

Disability organizations were not identified as consulting parties for the Tier 1 EIS. The Tier 1 DEIS states that any future design and more specifically related to stations and train equipment will be required to be ADA compliant.

Why do we need this new rail system? Who will use it and has a survey been conducted to determine need?

Prior to establishing the Project's Need and Purpose, a scoping phase was conducted with stakeholders and agencies to discuss goals and objectives that ultimately determined a need for the Project. Once this step in the Tier 1 ElS process was complete, the Project's purpose was established, which is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor network including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system connectivity; increase transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality.

The Project Purpose and Need can be referenced in Section 3.1 of the Tier I FEIS/ROD. For ridership, please see Chapter 2 of the DEIS, specifically Section 2.2.2.5 (Ridership and Revenue) and also Appendix B of the DEIS (Alternatives Development Report), specifically Section 5.6.

Greenfield route doesn't have the road names on the map. Is there a more detailed schematic or listing of routes?

Please see Appendix A, Parts 6 and 7 of the Tier 1 DEIS map books. GDOT can provide GIS or KMZ files upon request.

How will public concerns be considered when choosing a Preferred Alternative?

Following the public and agency comment period, FRA and GDOT will select a Preferred Alternative and document this process, likely in a combined Final EIS/ROD document. GDOT will base the Preferred Alternative decision on feedback and comments from the public and agencies, performance of each Corridor Alternative, and the potential environmental impacts of each Corridor Alternative. The Final EIS/ROD document includes a list of all revisions made to address feedback received during the 45-day Tier 1 DEIS review period.

Is there a pressing transportation need for a destination in Charlotte? Shouldn't rapid rail to Chattanooga, Savannah, Macon, or Valdosta be considered first?

Please see Chapter 1 of the Tier 1 DEIS, specifically Section 1.4 for the Project's Purpose and Need statement. For ridership, please see Chapter 2 of the DEIS, specifically Section 2.2.2.5 (Ridership and Revenue). Please see this website for more information on the overall SEHSR Corridor, https://www.ncdot.gov/divisions/rail/projects/southeastcorridor/Pages/about.aspx. Discussions regarding the Savannah and Macon Corridors are included in the Georgia State Rail Plan (http://www.dot.ga.gov/IS/Rail/StateRailPlan).

There is a need for a competitive alternative to auto and air travel modes in the corridor between Atlanta and Charlotte (including major intermediate travel destinations) that accommodates the Study Area's existing and forecasted population and employment growth. Current transportation system-capacity constraints and the estimated increase in travel demand substantiate this need (See Section 7 of Chapter 3 of the Tier 1 DEIS for further information). Contemporary travel patterns also require alternative transportation choices for those who cannot or choose not to drive, and those seeking alternatives to congested highways, airports, and other transportation modes.

What is your plan to actually make this happen in a timely fashion? How are you going to timely secure the necessary Right of Way for a project of this magnitude?

A project sponsor and funding source for Tier 2 environmental review or construction of the Project has not been identified. Thus, specific time tables for right-of-way acquisition and/or construction is not available at this time.

This FEIS/ROD identifies the Greenfield as the Preferred Alternative Corridor for the Atlanta to Charlotte high-speed rail line. The next step in the Project Development process will be a Tier 2 environmental review which will identify a specific alignment within the corridor. The project sponsor (typically a state DOT) could rely on the outcome of the Tier 2 environmental review to identify and procure right-of-way. The project sponsor for the design and actual construction could be led by state DOTs. However, as is currently being done in Florida and Texas, the design and construction are sponsored by a private, for profit partnership.

Will they be express and local trains?

Tier 1 DEIS Appendix B Section 5.7.2: Alternative Stopping Patterns and Schedules provides information regarding stopping patterns for express and local trains considered in the Tier 1 EIS analysis. Schedules and stopping patterns will be evaluated further in a future Tier 2 environmental review.

My main concern is human trafficking though; how will these be monitored/ patrolled to ensure people aren't being trafficked?

Safety and security of passengers is always a top priority for safe public transportation. Human trafficking would be addressed in a service safety plan that would be required by federal and state agencies as part of the implementation and commissioning of service on the corridor after the completion of Tier 1 and Tier 2 environmental reviews.

Where can we receive updates about the Project?

Updates on the Atlanta to Charlotte Tier 1 EIS can be found at the GDOT website at <u>http://www.dot.ga.gov/IS/Rail/AtlantatoCharlotte</u> or through joining the GDOT Atlanta to Charlotte mailing list by emailing <u>AtlantaCharlotteHSR@dot.ga.gov</u> to receive periodic project milestone updates.

What is the impact on the workforce? Even with more people living in GVL and commuting to Atlanta or Charlotte (which could better employment for some) there may still be some who commute to GVL and could be taking up jobs here. What are the projections for unemployment to decrease here for those of low income (increasing economic mobility-we are one of the lowest in the country)? Without more opportunities given to work than taken from outsiders for this group it could further worsen this detrimental problem.

Each of the Corridor Alternatives would improve mobility in the region by adding a new mode of transportation to increase accessibility to employment, air transportation, and opportunities for education, recreation, and commercial facilities. While all Corridor Alternatives serve the same end points, they don't all serve the same intermediate populations. For example, only the Greenfield Corridor serves Athens. Therefore, depending on the Corridor Alternative, different populations would receive the accessibility benefits from the proposed service.

Population and employment levels within the Study Area are expected to increase by 2040. The largest population and employment growth is expected to occur within Gwinnett County (Metro-Atlanta) and Mecklenburg County (Metro-Charlotte). Population and employment levels could further grow due to land development occurring at proposed station locations and along the corridor as an indirect effect of the Project.

In the Tier 2 analysis, a project sponsor will determine the proposed station locations, storage and maintenance facility locations, and the exact alignment configuration. The analysis will also further explore impacts to employment and socioeconomics, related to the following topics:

- Property acquisitions and residential and business relocations,
- Relocation analysis to determine adequate real estate availability,
- Community cohesion, including residential neighborhoods,
- Population and employment growth as a result of the project,
- Viewshed and aesthetics impacts on the surrounding communities, and
- Demand on community facilities.

A train between Atlanta and other local large cities is an excellent idea to increase the economic development of the south region. An even better idea would be commuter trains from Atlanta to; Alpharetta, Kennesaw and, Gwinnett. Traffic along 400, 75, and 85 needs

a mass transit solution for economic and environmental reasons as well as to reduce congestion and allow inner city businesses to attract talent.

One of the goals of the Project is to support the development of planned multimodal transportation hubs that complement existing and planned transit services. With respect to improving regional transportation systems linkages, providing seamless connections to local transportation systems along the corridor is equally important to improving mobility. The Project will improve transportation options along the corridor by integrating with other local and regional travel networks, such as Atlanta's Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Charlotte Area Transit System (CATS), travel nodes such as H-JAIA and CLT airports, and multimodal transportation facilities such as the Charlotte Gateway Station. Station locations and transit connections will be determined in the Tier 2 EIS environmental review. For more information about transit planning in the Metro Atlanta area, please consult the Atlanta Transit Link Authority website: <u>https://atltransit.ga.gov/</u>.

COST

How will this project be funded? Who will pay for it?

The Tier 1 EIS was funded by the Atlanta-Charlotte Corridor Investment Plan via a Grant/Cooperative Agreement between FRA and GDOT. The grand total for the grant was \$5.125M, with 80% (\$4.1M) being contributed by FRA and \$1.025M (20%) contributed by GDOT. The federal grant is a product of the High Speed Intercity Passenger Rail (HSIPR) Program. More info on this program can be accessed via the following link <u>https://cms8.fra.dot.gov/passenger-rail/high-speed-rail/high-speed-intercity-passenger-rail-hsipr-program</u>

Currently, a project sponsor and funding source are unknown for a Tier 2 environmental review or construction of the Project. Moving forward, all three of the states in the corridor will continue to be involved.

How will taxes be affected by this?

The proposed Project is currently in the planning and environmental analysis stages. The Alternatives vary significantly in their capital and operating costs and fare revenue so selection of the Preferred Alternative will have varying impacts on funding requirements. A funding source and project sponsor have not been identified for Tier 2 environmental review or construction of the Project.

Are project cost and train speed the best figures to use in an argument for/against choosing an option?

Tier 1 DEIS Chapter 2 (Exhibit 2-20) and Chapter 3 (Exhibit 3-5) provide key performance metrics for each Corridor Alternative. Cost and speed are only two considerations for choosing a Preferred Alternative but speed affects travel time travel time affects ridership, and ridership

affects revenue, so these are important factors. Other analysis including environmental impacts and public and agency comments will also considered.

What would be the cost to South Carolina?

Project capital costs will be further evaluated in a Tier 2 environmental review. Neither a Project Sponsor nor funding sources have been identified as this time. High-level capital cost estimates can be found in the DEIS Appendix E: Alternative Development Report Section 5.9. The cost to Project sponsors to construct and operate the Project will continue to be defined as the Project progresses into more detailed analysis of environmental impacts and engineering, and as the operating characteristics for the service become more defined. Continued outreach will inform stakeholders and the public on the Project's costs throughout the project development process.

For taxpayers who will be ultimately funding the activity, what assurances can be made that there will be compensation for the human impact in terms of health, environment, and financial well-being?

Contingent upon funding for a future Tier 2 environmental review, further environmental surveys and reporting will be conducted to ensure all impacts to the quality of life for the natural and built environments are fairly evaluated and kept as a part of the project record. Additionally, avoidance, minimization, and mitigation efforts will also be utilized for anticipated impacts to the resources along the corridor.

Why do the Greenfield and I-85 routes have higher revenue/costs than the existing Southern Crescent route?

Both the I-85 and Greenfield Corridor Alternatives have higher revenue than the Southern Crescent Corridor Alternative because of higher forecasted ridership. The I-85 and Greenfield Corridors are capable of reaching operating speeds ranging from 125 to 220 mph, resulting in faster trip times that attracts more riders. To reach these faster speeds, greater capital investment is required to construct a corridor with geometry compatible with higher speeds. The Southern Crescent Corridor utilizes an existing railroad right-of-way with limited opportunities to operate over 79 mph. The slower speed results in a longer trip time and fewer riders, generating less revenue for the service. However, because the Southern Crescent alternative utilizes an existing corridor, the alternative has fewer capital needs and a lower capital cost.

It is important to note that both the I-85 and Greenfield Corridor Alternatives are projected to have fare revenue that is twice as high as their operating and maintenance costs. The faster speeds attracts more ridership, thereby generates more revenue, and lowers operating cost due to crews having higher productivity (i.e. traveling more miles in the course of a workday of a given number of hours). Is this public or private funded? What's the basis for the project? Reduction in traffic, safety, time savings, or etc.?

The Tier 1 EIS was publicly funded through the Atlanta-Charlotte Corridor Investment Plan (awarded in 2011), a federal discretionary grant in which the State of Georgia provided matching dollars. The Tier 2 environmental review or construction of the Project could be funded publicly, privately, or a combination of both; however, funding has not been determined at this time.

Additionally, the Purpose of the Project is to improve intercity passenger travel between Atlanta and Charlotte by expanding the region's transportation system capacity, and improving trip time and reliability through high-speed passenger rail services. The Project will provide transportation system capacity necessary to accommodate current and projected population and economic growth occurring along the SEHSR Corridor including the following metropolitan areas in the Piedmont Atlantic Megaregion: Atlanta, Charlotte, Greenville, and Spartanburg. GDOT has identified eight transportation system needs relevant to the Study Area, each corresponding to the anticipated population and employment growth with increasing travel demand. The Project will satisfy the following needs: population and employment growth; improve regional transportation system connectivity; increase transportation system capacity; improve travel times and reliability; provide an alternative travel mode; traveler safety; improve energy efficiency and air quality; and maintain and enhance economic growth and vitality. The Project Purpose and Need can be referenced in Section 3.1 of the Tier 1 FEIS/ROD.

Would it not be cheaper to add the necessary lanes to I-85, especially if there are many stops for the rail line which would slow the average speed of the train?

The Tier 1 EIS did not compare the cost of adding lanes to I-85 versus implementing rail service between Atlanta to Charlotte. However, in Georgia, I-85 is currently being widened from north of Atlanta to the South Carolina state line. Please refer to Section 3.3.4.1 (Exhibit 3-13) of the Tier 1 DEIS Additionally, the purpose of the Tier 1 EIS was to study a different mobility option other than interstate highway travel. Please refer to the previous response for the Project's Need and Purpose or Section 3.1 of the FEIS/ROD. Adding additional lanes to I-85 does not align with the Purpose and Need of this Project.

How can we get this funded so that it's possible to get it built sooner?

There are logical steps that need to be followed in developing a major passenger rail project such as this. Each step needs a project sponsor (which can change between steps). From the point at which this project is now, the primary remaining steps are:

- 1. This Tier 1 EIS process needs to be completed with issuance of the FEIS/ROD and publication of the ROD selecting the Preferred Alternative Corridor.
- 2. A Tier 2 environmental review must be conducted selecting a specific alignment within the corridor. This needs to include the Atlanta Approach and the Charlotte Approach; the corridor could be broken into separate Tier 2 environmental reviews with different sponsors (potentially the three states).

- 3. Right-of-way acquisition/Design
- 4. Construction
- 5. Implementation/Commissioning

A project sponsor and funding source needs to be identified for each step. Also, please refer to the project newsletter for general timing and a listing of next steps <u>http://www.dot.ga.gov/InvestSmart/Rail/Documents/Atl-</u> <u>Char/ATLCLT%20Newsletter_FINAL.pdf</u>

How expensive would riding be?

Tier 1 DEIS, Appendix B Section 5: Revenue Maximizing Analysis provides details regarding cost per passenger mile and provides high-level station pair fares based primarily on the distance between the origin and destination station, and other factors such an estimation of the cost to access and egress a station and a boarding fee. However, actual fares would be determined during future implementation and commissioning phases of the Project.