

## Mainiero, Phil

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**From:** Dave Kelsey <kelsey@hamiltonptinv.com>  
**Sent:** Monday, February 06, 2017 12:48 PM  
**To:** tratestimony  
**Cc:** Sen. Formica, Paul; zRepresentative Devin Carney  
**Subject:** Testimony in Support of HJ54, SB253 & SB263

All,

I am writing in support of House Joint Resolution 54, Senate Bill 253 and Senate Bill 263.

**HJ 54.** I am in strong support of this proposed resolution, as both a taxpayer and a resident whose community will be affected by the FRA bypass plan. The bypass is a complete waste of money, any tunnel will eliminate the natural flow of the two aquifers in my town, Old Lyme, and the resulting "improvement" to rail service is simply NOT worth the cost to taxpayers and residents. It seems like a project for a bureaucratic project's sake, especially when we see the line drawn on a map that looks like a third grader squiggled it. Property values have PLUMETTED in our town since these folks showed up with their infantile idea in a powerpoint that took a week to put together at the most. Their careless and thoughtless actions are already impacting real people's lives, and we need to have a definite elimination of the proposal, or our property values will have a pallor over them for as long as this floated idea remains even a possibility.

**SB 253.** With Connecticut citizens' bittersweet experience with a modest eminent domain seizure in New London last decade, it makes all sorts of sense for citizens to get their antennae up when a government starts to talk about projects that will require big chunks of private lands. I could not agree more that a community affected by changes to commuter rail service needs to have a real voice in the process, and this bill accomplishes that objective. Municipalities and states have explicit dominion over their sovereign land with very limited exceptions, and this bill alerts the federal government as a reminder of that sovereignty. We are not talking about building the interstate system here, which had strong and evident benefits - we are talking about literally minutes of improved service for a very small number of train people. We aren't reducing I-95 traffic by even 1% with this lame idea!!

**SB 263.** In connection with SB253, I support SB 263 which logically links state funding approval to municipal approval of any train-related project. It would be most disturbing if the state of Connecticut were to team up with the federal government to make funds available for a rail project that upended a community and destroyed its very nature for no material benefit, as is the case of the current FRA proposal.

Best regards,

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