Grassy Area
Martin County, FL

November 18, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE; Room W38-31
Washington, DC 20590

Subject: All Aboard Florida Draft Environment Impact Statement (DEIS), Intercity Passenger Rail Project, between Orlando and Miami, Florida, Sep[illegible] 2014

Dear Mr. Winkle:

I am writing on behalf of the turtles and tortoises of Martin County, FL who are appalled at the plans outlined in the subject DEIS. Do have any idea how hard it is to get across the existing pair of railroad tracks before a freight train traveling only 28.5 mph arrives? I mean you try carrying your house on your back and see how fast you move. As I understand it, you want to increase the average train speed by three times and add an additional 32 train trips a day. Whoa! At least you aren't like those crazy Japanese who think high-speed rail means speeds exceeding 300 mph! The addition of a second pair of tracks is not going to make it any easier get across the FECR right of way either. I am most concerned for my cousin Tammy Tortoise who is constantly dating guys from the wrong side of the tracks, if you get my drift.

Photo: Tammy, headed for the tracks (again).

I did a search on the word "turtle" in the subject document and do you know that only sea turtles are addressed in it? HELLLOOO! With no disrespect intended to my cousins at sea, the last time I looked that big bad choo choo was bearing down on my tail, not somewhere out at sea. Hell, my friend Sammy the snake got more ink in your document that we did, and that dude can move out!

So here are our recommendations:

- The DEIS needs to be revised to include the impact on the turtle and tortoise population
- Add some turtle crossings under the tracks, nice wide and well lit ones with good drainage and plenty of overhead clearance (some seem to think bigger is better when it comes to shells)
- Even better, tear up the existing tracks and move the entire project to the west

I'm sure you can appreciate that I don't have room to carry a cell-phone in my shell and so can't provide a number where I can be reached for additional information; however, you should feel to publish this in the public record, and TC-news is free to publish this as a letter to the editor.

Regards,

Tommy Turtle

cc: Columnist Eve Samples, Scripps Treasure Coast Newspapers

Mr. John Wilkie
Federal Railroad Administration
1200 New Jersey Avenue, SE; W38-31
Washington, DC 20590

Nov. 19, 14

Mr John Winkle
Federal Railroad Admnistration
1200 New Jersey Avenue S.E
Room W38-311
Washington D.C. 20590

This is about "All Aboard Florida"
I live in Martin County which
I like and do not want any
trains running through my Town.
It is the habit of politicians,
Developers, Bankers and such
to find a Town that is decent
then go in and start the destruction
all for money and greed affecting
and destroying peoples way of
life under the disguise of progress
those who want the trains do not
live anywhere near where the
trains would be running they care
only how profitable it will be
to them and to hell with the
people I do not want any trains
running through my Town.

"All Aboard Florida"
needs to die.

I hope somebody reads
this letter and not thrown
in the garbage.

Yours truly
K. Murphy

Nov. 16, 2014

DEAR MR WINKLE:

MY NAME IS EUGENE MORAN
THESE COMMENTS ARE SUPPORTED BY
MY WIFE JANE MORAN
WE ARE 100% OPPOSED TO THE
"ALL ABOARD FLORIDA."

WE ARE HONEST, WORKING PERSONS WHO ARE RETIRED IN VERO BEACH, OWNING A SMALL COMFORTABLE HOME (2 BDM - 2 BA) AND ONLY ASK TO ENJOY THIS LOVELY COMMUNITY.

THE PROPOSED TRAIN SERVICE WILL ANNOY ALL IN OUR COMMUNITY WITH INCREASED NOISE AND DISRUPTIONS AT ALL STREET LEVEL CROSSINGS - 32 TIMES EACH DAY - NO BENEFIT TO US.
WHAT WE WILL RECEIVE IS THE TAX BILL TO BUILD AND MAINTAIN NEW CROSSING EQUIPMENT - DON'T LET THIS HAPPEN.

PLEASE DO NOT ALLOW THIS PLAN TO PROCEED. I SERVED THIS COUNTRY IN KOREA ~~IN~~ IN 1950 AND HAVE 3 BATTLE STARS AUTHORIZED IN MY RECORDS. NOW I ASK SOME CONSIDERATION IN MY REMAINING YEARS

Eugene P Moran

Oct. 27, 2014

thank you ALL ABOARD
for paying all your attention to
the wealthy people of Miami and
Ft Lauderdale and Orlando.
the people in between are just not
worth your thoughts or time!

Angie More

Information re All Aboard Impacts as we concerned residents and organizations prepare emails re Dec 3 deadline -
by Bill Ward, Mariner Sands General Manager and CARE FL Chairman
on Thursday, November 13th at the Coast Guard Hearing at the Blake Library

My name is Bill Ward, I am a resident of Stuart and I am the Chairman of CARE, which is short for Citizens Against Rail Expansion in Florida.
I am holding in my hand a document that CARE submitted today to the U.S. Coast Guard as part of this proceeding.

This document was prepared for CARE by Dana Goward, a retired US Coast Guard Captain who has more than 40 years of experience as a maritime professional. Capt. Goward was previously responsible for the permitting and regulation of more than 18,000 bridges over navigable waters in the United States. In addition, he previously served with the U.S. federal Senior Executive Service as the nation's maritime navigation authority.

His complete bio is attached to CARE's submission.
At the request of CARE, Capt. Goward recently took a close look at the condition of the St. Lucie and Loxahatchee bridges.
This was his basic conclusion, about both bridges:

This was the basic conclusion, about both bridges.

The St. Lucie and Loxahatchee bridges Do Not Meet the Reasonable Needs of Navigation, and given their age and history of mechanical and material failures, their deteriorated conditions will only be made worse by age coupled with an increase in train traffic. Furthermore, these bridges do not meet today's standards for new construction.

Let me repeat that, for emphasis: The bridges, in their current condition, don't meet basic legal requirements. And additional train traffic will only hasten their degradation.

Capt. Goward further asserts that The Coast Guard ***must*** designate these bridges as **"unreasonable obstructions to navigation under the Truman-Hobbs Act, and mandate their replacement."** That's a direct quote.

We recognize that these hearings are focused solely on waterways, not on train traffic.

But respectfully - and as everybody in this room is well aware -- bridges and trains are closely tied to each other in Florida.

They are also an essential part of our daily lives here.

As such, we believe the US Coast Guard has a duty to consider the impact of increased rail traffic on these bridges -- Or at least not ignore it.

Our concern is particularly acute in view of the All Aboard Florida project, which would result in **aquadrupling** of train traffic over time -- passenger and freight.

AAF alone proposes to run another 30-plus trains a day over our local tracks, as many people in this room are well aware.

In closing, I'd like to leave you with this thought, and request:

Since 1790, the US Coast Guard has safeguarded our Nation's maritime interests around the world.

The Guard has broad legal authority to do its job, and does not -- as a matter of history, honor and duty - step back from that authority when it comes to protecting and preserving our waterways. Ever.

We respectfully implore you to apply that same high standard of care and concern to our local communities, and the millions of Floridians whose lives and interests depend on our navigable waters.

Thank you for your time

Sent by Donna Melzer, Chair of Martin County Conservation Alliance

To unsubscribe, hit reply and so advise.

To:

Mr. John Winkler

Dear Sir

I have heard all these concerns voiced by many acquaintances. Please consider.

Yours truly,

James J. McEvery

NML

ear Mr. Winkle,

This does not just impact Vero Beach here I live. The railroad would stroy the Treasure Coast!

If you were a tourist — I think he West Coast would have the business. Would you like to vacation with noise-dirt-no emergency response if they can't get over the tracks. The real estate values will drop — would you or anyone pick the East Coast to buy their retirement home. My husband and I moved here in 1992 — we traveled from Sea Island to Naples to Key Largo endless places. Really researched the options. For us Vero Beach was the answer

For goodness sake — Please don't let this destructive operation go through

Sincerely,

Nancy Margerard

Dec 1, 2014

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

11/7/14

Comments:

Historically, passenger trains do not make money. Despite this fact, AAF is pursuing rehabilitation and improvement financing for passenger service. And thus the EIS is constructed around passenger service, which is unlikely to be desired by many people. I think it is obvious to most of us on the Treasure Coast that the rehab + improvements are actually needed to make the railroads suitable for dramatically increased freight train traffic. If the EIS addressed freight traffic the impact aspect would be totally changed. Perhaps the FRA should ask AAF to have an accompanying EIS on more freight and very little passenger traffic... then compare the impacts. Please do not approve tax payer funded financing for this boondoggle which will harm the environment/quality of life very seriously for the Treasure Coast. Vera Mangold

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

1) Written comments may be submitted tonight, in the boxes provided
2) Comments may be made orally at this meeting (to the court recorder)
3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
Federal Railroad Administration

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Comments:

From what I can read, I see no advantage to AAF high speed rail through the treasure coast. Negative impacts will be on:

1) Navigation - The marine industry is critical to the Treasure Coast. Long bridge closures will impair both commercial and recreational boating on the St. Lucie River. The bridge, with one track could be down 9 hours a day!!

2) Emergency Vehicle Access
Fire trucks and ambulances need direct and fast access to their destinations. If the crossings are down for all the (32 ??) passenger trains and ADDED freight trains, it could be a matter of life and death.

(3) Environmental Impact - on housing, Jonathan Dickenson Park, commercial businesses

If you need additional space, please attach a second sheet to this page

Andrea Lietz

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
Federal Railroad Administration

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Comments:

No Advantage to the Treasure Coast
1) no stops
2) too many trains
3) too many bridge & crossing closures
4) negative impact on housing - some people could be vertually stuck in their neighborhoods behind the frequent crossing closures.
5) dangerous impact on emergency vehicles - fire and ambulance & police
6) no added jobs in the Treasure Coast - all new jobs are temporary

Move to CSX tracks and do us all a favor.

Andrea Lutz

If you need additional space, please attach a second sheet to this page

From: **Ann Lundstedt** annlundstedt@me.com
Subject: All Aboard Florida
Date: November 16, 2014 at 4:09 PM
To:

Dear Mr. Winkle,

Secretary of the Florida Department of Transportation, Ananth Prasad has said that All Aboard Florida has a"communications and information gap" with the public.
This was restated by Gov.Rick Scott days later.

AAF says it has had over 600 meetings with the concerned citizens of The Treasure Coast to address these concerns. However,the people say they do not contain specifics and transparency. They claim they leave with more questions than answers. Another complaint with these meeting is that they are formatted to limit public comment and emphasize the company presentations.

The Coast Guard hosted a meeting regarding the concerns of hundreds of boaters,marine industry owners, and people with homes and boats impacted by the opening and closing of the100 year old bridge that spans the St Lucie River in Stuart.A bridge which is often stuck in the up or down position because of mechanical problems.They filled the largest meeting room at the Blake library to overflowing. Only 55 were allowed to speak for two minutes each.
Two different owners of marinas estimated there are more than 1000 commercial docks west of the bridge.Based on commuter trains running the majority of their schedule between 6:00 AM and 10:00PM the bridge will be virtually impassable during daylight hours.
One speaker took exception to the graphic presentations made at previous hearings in this fashion"They fail to reflect the actual movement of boat traffic, currents,winds, volume of boat traffic and the fact that the railway and roadway bridges must work together to allow boat traffic to move. "

Other speakers noted that the narrow navigation channel and the added congestion and frustration that will result by boaters having their right of way impeded will result in accidents.A maritine attorney predicted "Accidents at that spot will be dire"

It was also pointed out that the eastern end of the cross-state Okeechobee Waterway has 10,000 vessels a year passing through here.

This problem area is only one of many that worry people that would be impacted by the additional 32 (16 northbound and 16 southbound) trains a day .

We have lived in Stuart for 14 years and are very aware of the complications that could result if this one business is given permission to negatively impact many other businesses that have invested heavily in their own businesses over the years. There are at least a dozen restaurants and small shops that have opened in the time that we have been here.

We have driven from the northern border of Martin County to the southern border of Martin County looking at the RR Crossings. There are close to two dozen.There are at least 10 that would effect our getting to our doctors, hospital,church, schools etc. It is inconceivable that trains would be running at speeds up to 125 miles per hour at many of these crossings.In addition, the noise generated at these crossings by the additional trains blowing horns is mindboggling.

In addition, We do not believe the intent of AAF is to institute passenger service. There is not a profitable passenger service in the United States. We believe the intent is to get a second track built

and once the passenger service fails the tracks will be used for more mile long freight trains. Why else would AAF build a terminal building in Miami to accommodate freight from the Panama Canal.

Do not destroy our quality of life and the small businesses for this sleight of hand proposal!

Ann and George Lundstedt

Ann M. Lundstedt
Dr. George W. Lundstedt.

Please note additional information on condition of bridges!

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
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Comments:

I'm a citizen of the USA, a voter in Florida, and a 34-year resident of IR County. What AAF & their brother company FEI (both Venture Cap investments privately held) plan to finance Billions w/ taxpayer guaranteed bonds. The passenger trains cannot be a viable investment. It will fail and leave the taxpayers with the useless train cars. THEN the freight from China coming in the huge vessels through the Panama Canal will unload in Ft Lauderdale + Miami and haul long, frequent freight trains on the double tracks (adding one) through the lovely tranquil towns of Florida's eastcoast.

Government is supposed to protect citizens not be in the pockets of private firms like Venture Capital.

If you need additional space, please attach a second sheet to this page

(page 1)

Rosemarie Livings

(page 2)

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

If this happens.

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Comments:

1- School buses can't maintain timely schedules to & from schools.

2 - Emergency vehicles can't get to problems — people and/or property quickly

3 - Noise pollution will be unGodly

4 - Native animals will be endangered

5 - Businesses will be hampered

6 - Real estate values will dive ↘

7 - Excessive speeds will lead to accidents, delays, and death.

If you need additional space, please attach a second sheet to this page

Rosemarie Livings

(page 3)

All Aboard Florida Intercity Passenger Rail Project

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Comments:

(1) European train tracks are either over roads or under roads and never interfere with vehicle traffic.

(2) The only place to put AAF is up the middle of Florida without any gov't $$$ loaned or guaranteed.

If you need additional space, please attach a second sheet to this page

Rosemarie Livings

Dear Mr. Winkle,

This "All Aboard Florida" is an absolute abomination. Just think about the safety hazards, the delays for the emergency vehicles, the noise, the pollution, the destruction to the ~~beaudy~~ beautiful towns and villages. We don't want added taxes to pay for any of this.

Move the railroad if it must be to the middle of the state and leave the treasure coast alone.

Vivienne and Thomas Lewis

Federal Railroad Administration

Attn: John Winkle, Room 3831

2100 New Jersey Avenue SE

Washington DC 20509

Dear Sir:

I am very concerned about a proposal to run bullet trains along the east coast of Florida including through Vero Beach. It is stated that the undertaking is to provide passenger service but in reality will be for the transportation of freight from the enhanced port of Miami (following the widening of the Panama Canal) to Orlando. There are many obvious reasons why such an undertaking is adverse to the interests of our communities (whether passenger or freight) especially when there is an alternative route to the west available that would accomplish the same objective. Some of those reasons are as follows:

- Trains rocketing through Vero Beach at speeds approaching 100 miles per hour, and at grade, with all crossings at grade, with residences and businesses on both sides of the grade level tracks, cannot be consistent with health, safety and welfare of the community. In fact, at these speeds, I would think that all grade crossings in the City would have to be closed any time a train approached, and be open only so long a a train is not approaching!

- The number of trains per day (40+/- upwards of 2+ miles long) will cause intolerable and dangerous traffic congestion at the grade crossings, to say nothing of the unnecessary noise and vibration near the rails.

- Our hospitals and the majority of our health facilities are located on the east side of the rail system, and in an emergency, these frequent and long trains can cause unwarranted delays in getting a sick person to the hospital or other health facilities, with its attendant risks to the health of the patient.

- First responders, whether for health or other emergency will be gravely impaired in carrying out their urgent duties by these frequent and long trains.

- This was originally proposed as a strictly private undertaking; then it was indicated that federal financial help will be sought, and now perhaps it is proposed as a private undertaking. Whether proposed as a private undertaking or government financial assistance is requested, (or both) the proposal presents the same adverse effects to those living their lives and carrying out their businesses along the rail route.

- Merchants, whether retail shops, restaurants or artisans seeking to earn their living in Vero Beach will be impacted adversely. Just the problem of getting back and forth across the rails to say nothing of the noise, vibration etc. brought on by these bullet trains, is enough to impair many of our local businesses. Anecdotally, I am advised by an artisan that he will probably have to give up many of his home customers (located on both sides of the rails) because of the problems presented by grade crossing closures due to the number and length of the trains. I have seen other reports in the news media of similar hardships anticipated by businesses who expect a loss of customers who will not be able to get to their businesses as before. This is all unnecessary. Alternatives exist as noted below.
- If All Aboard Florida wants to provide passenger service between Orlando and Miami, it can certainly do so on the rails that are located to the west of the city which would eliminate all of these problems involving the health safety and welfare of our citizens and businesses. In fact, Amtrack offers Orlando to Miami service along these westerly rails now. The tracks could be improved to accomodate the bullet train in this safer route.
- Finally, it seems to be expected that the traffic of FREIGHT will grow and increase the frequency and length of the trains in the future, based upon the increased use of the Panama Canal. It will then become apparent that "All Aboard Florida" is really about the movement of an ever increasing volume of FREIGHT and not about unprofitable passenger service.
- I understand from media reports that the Fortress Hedge Fund effectively owns the ships, the containers, the docks, the trains, and the rails. I do not begrudge Fortress its opportunity for profit if it is done without public funds. But the same profit can be made by using the rails to the west. They too can also be improved if desired. This would avoid the running of these bullets through towns and eliminate the substantial negative impact of the life of our communities.

Thank you for your consideration of my thoughts.

Very truly yours,

W. STPEPHEN LEARY

November 18 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

Re: All Aboard Florida Intercity Passenger Rail Project
Draft Environmental Impact Statement

The environmental impact study concludes that the impact of the All Aboard Florida (AAF) high speed passenger project will be minimal to our east coast communities. The AAF prediction is for up to 50 passenger and freight trains per day. Beginning next year, a large number of super container ships that previously offloaded cargo on the west coast will be able to use the enlarged Panama Canal. The Miami port is currently transforming itself with a $2 billion investment in infrastructure improvements to accommodate the super container ships. The Miami port has also partnered with Florida East Coast Railway (FECR) a AAF sister company to re-introduce on port rail service. FECR will be hauling more containers on the east cost corridor. This study did not evaluate the impact of more longer and faster container freight trains. The increase in freight and passenger rail traffic will obviously disturb people and increase traffic delays in a big way.

The AAF project plans to run up to 32 passenger trains per day at 110 mph through our heavily populated communities. A high portion of our population is seniors with slower reaction times. The study does not see this as a major safety issue as AAF plans to make some minor low cost upgrades to make crossings safer. There are 349 crossings on this corridor. To be really safe at 110 mph there should be no crossings The current crossings are old and were designed to protect the motorist from heavy slow moving freight trains . The same crossings are now being asked to protect not just the motorist but the high speed train and the passengers. People will be surprised at how fast a 110 mph train arrives at a crossing. The track needs to be maintained to a higher standard to run high speed passenger trains. The higher standard track will also allow the longer container freight trains to run much faster. The mixing of high speed passenger trains, freight trains, senior citizens and crossings could turn the east coast corridor into a death trap.

AAF has applied for a $1.6 billion loan from the Federal Government. There are no profitable passenger rail lines in Florida or in the United States. AAF/FECR have no experience operating a passenger rail service. Amtrak already operates in Florida using the CSX thinly populated corridor and they already stop at the same three locations proposed by AAF. This is a very risky project and the likelihood of default or subsidies being needed seems very high. Are you getting a loan guaranty from Fortress Investment Group? Why would Washington and AAF be so excited about adding a

passenger service on a east coast freight line? Could AAF be looking for government money from the passenger service to invest in double track and bridge repairs necessary to take on additional profitable container freight? A very likely scenario is that AAF will deemphasize the passenger service and fill in with more freight. This appears to be the ultimate goal based on their investments in the Miami port. AAF is a private company that tax payers should not be subsidizing.

The draft EIS study is not complete without including freight traffic and a more comprehensive look at safety at the crossings.The mission of the FRA is to make sure our rail transportation systems are safe,reliable and efficient. Please help us stop all this madness .

Sincerely,

George Kline

George L Kline

12/3/04

Dear Sir

I am strongly opposed to ALL ABOARD FLORIDA. It is one more of multiple Federal Government subsidies that is bankrupting our country. It will be a costly burden to future generations. There is no real evidence that it is needed. It will be a blight on our traffic problem and cost a great amount of money in wasted gasoline as cars pile up in waiting lines for the trains.

Please do not pass this horrible program

Sincerely

D. J. Kennedy

housing, specific wetland and natural habitat). The very design and placement of the railroad in the 19th century along the coast presents complex ecological issues which need to be addressed.

The specific timing has hurt the public several ways. The report was issued on a Friday which ironically is the favorite time for organizations to release bad news --- they are assured of several "free" days. In order to be sure comment mail gets to you in Washington it must be mailed the Saturday after Thanksgiving, another practical constraint against the public. Note: few discerning citizens will email comments as the recipient is the consultant selected by AAF and paid by AAF. The real problem in our area about the timing has been the summer and fall absence of many of our residents. Thousands were not aware of the DEIS until sometime in November when they returned from summer homes.

Lastly, the requirements of the National Environmental Policy Act were not followed. As a result we in Indian River County were not able to attend the Scoping meetings presented by FRA during May 2013. Our County had no newspaper advertisement or other notice of these meetings. As a result we were at least 7 months behind all other affected Counties to learn about the rail plan.

The sum total of these facts has placed an unreasonable burden on Indian River County which is contrary to public law and regulations. This can be partially mitigated if you extend the comment period to February 3, 2015. Thank you. I do hope you can do above -
Lucy Jones

November 26, 2014

Dear Mr. Winkle,

The future of the Eastern Coast communities will receive a gravely negative impact from the intentions of AAF and the freight train expansion.

All Aboard Florida
will provide:
Passenger Pleasure
Providers Profit
Property Perpetuity

The impact upon Florida:
Environmental conditions –
Air, land, Ocean
Residential conditions –
Twenty mile wide rail
corridor sound/vibration
Land development conditions –
Influence upon the East Coast
land and waterways.

Due to the impact of the above issues, my husband, Richard, and family join me in seeking your support of the Citizens Against Rail Expansion Florida.

Sincerely,
Carolyn Rogers Jacobus

MR. JOHN WINKLE
FEDERAL RAILROAD ADMINISTRATION
1200 NEW JERSEY AVENUE, SE ROOM W38-31
WASHINGTON, D.C. 20590

Dear M. Winkle:

I am writing about my concerns for "All Aboard Florida" high speed rail.

Are you aware the small distances between homes and business and the tracks in Palm Beach and Martin counties? In derailments in Japan & France large distances are covered when those trains derail. All aboard Florida has made not provisions for these.

The increased train traffic would block access for emergency vehicles. You probably don't know that much of our population in Martin and St Lucie counties live on the west side of the tracks but most of the hospitals and health facilities are on the east. Blocking access and slowing emergency efforts could cause additional tragedies.

In Martin County there is a wide turn after you leave Jonathan Dickinson State Park traveling north. The tracks are on an embankment dropping some ten to twenty feet to the Intracoastal. A road runs above this track with a speed limit of 20 miles an hour. The road travels the same path as the rail line. I admit I'm not physics major but if you can't travel fast through this bend in a car what would a train be able to do. And remember there is a steep drop at that point down to the Intracoastal. If the train must slow down for turns how it can be a HIGH SPEED train.

This region is also a wildlife sanctuary, what studies have been done to protect the wildlife in the area with additional traffic of a proposed twenty trains a day? What happens when one of those high speed trains meets one of our wild boars by accident?

The tracks that All Aboard Florida wants to use are freight lines. These heavy trains carry rocks gravel in open cars up and down South Florida. The weights are stressful on the tracks and the debris is obvious to people who travel over the tracks.

what would happens to a high speed train passing over the debris or the over stressed tracks? In Japan and France the high sped trains do not travel on the same track with the freight line.

This is yet another example how unrealistic All Aboard Florida is being about a high speed train.

It's in the wrong place on the wrong track and NO provisions have been made to correct any of these issues.

Sincerely

Katherine Houser

MR. JOHN WINKLE
FEDERAL RAILROAD ADMINISTRATION
1200 NEW JERSEY AVENUE, SE ROOM W38-31
WASHINGTON, D.C. 20590

DEAR MR. WINKLE:
I'M SURE WITH ALL THAT IS ON YOUR AGENDA, THE FLORIDA PROPOSED BULLET TRAIN IS NOT AT THE TOP OF THE LIST. HOWEVER, I AM ENCLOSING A BLOG I WROTE AND THESE FEW THOUGHTS FOR YOUR INFORMATION.
THE RAILROADS IN FLORIDA LIKE MANY OTHER AREAS WERE BUILT WHEN FLORIDA WAS A DESTINATION BETWEEN JACKSONVILLE, PALM BEACH, MIAMI AND THE FLORIDA KEYS. THERE WAS NOT MUCH POPULATION AND CERTAINLY NO UNDERSTANDING THAT IT WOULD ONE DAY HOUSE 4 MILLION PEOPLE.

NOW THAT SAME RAILROAD RUNS THROUGH AREAS OF PRIVATE PROPERTY CROWDED WITH HOMES AND NO LONGER REDOLENT WITH ORANGE BLOSSOMS (AT LEAST NOT MANY). IT IS A CROWDED THRIVING STATE IN WHICH MILLIONS OF CARS CROSS THE TRACKS DAILY TO WORK, TO PLAY, TO SCHOOLS AND MOST IMPORTANTLY TO HOSPITALS. IN MARTIN COUNTY ALONE THOUSANDS OF TRIPS ARE MADE YEARLY BY AMBULANCES ACROSS THESE TRACKS.
WHAT'S EVEN MORE ALARMING, WE HAVE THE HIGHEST RATE OF ELDERLY CAR DRIVERS IN THE NATION. THESE FOLKS THOUGH CAREFUL ARE NOT AS ABLE TO REACT TO TRAIN CROSSINGS INSTANTLY AS THE YOUNG NOR IS THEIR EYESIGHT AND HEARING ALL THAT GREAT. BUT IF YOU AMPLIFY THE SOUNDS AT CROSSINGS FOR THEIR BENEFIT YOU DISTURB THOUSANDS OF HOME OWNERS WHO LIVE NOT ONLY NEXT TO THE TRACK BUT A BLOCK AWAY OR A HALF MILE AWAY.

MARTIN COUNTRY UNLIKE MIAMI AND PALM BEACH COUNTY HAS THE RAIL LINE CLOSE TO THE OCEAN AND SO IT RUNS ALONG SOME OF THE MOST PERFECT WATERFRONT IN AMERICA. HOMES HAVE BEEN ESTABLISHED THAT WILL SUFFER NOT ONLY NOISE BUT VIBRATION WHICH IN THIS AREA WILL HAVE THE MOST IMPACT. AN INCREASE NOT ONLY IN SPEED BUT ADDING A TREMENDOUS NUMBER OF TRAINS EACH DAY (32) AT HIGH SPEED WILL BE ON TRACKS NEVER INTENDED FOR THAT LOAD OR NUMBER OR SPEED. THERE ARE MANY DANGEROUS CURVES JUST IN OUR COUNTY ON A TRACK BUILT TO SLOW DOWN TRAINS.

IF THIS TRAIN MUST BE THEN MAKE THEM BUILD IT ANEW AND RIGHT--PERHAPS ELEVATED. WHATEVER IS GOING TO BE SAFE, SMART, AND SENSIBLE. NOT ON ANTIQUATED TRACKS THROUGH CROWDED NEIGHBORHOODS AND SHIFTING SAND. WHAT ARE THEY THINKING ????? CERTAINLY NOT OF PEOPLE LIVING IN FLORIDA. SINCE FLORIDA'S INCEPTION THERE HAVE BEEN HALF-BAKED ENTREPRENEURS THAT HAVE WANTED A PIECE OF THE "LAND PIE" AS THESE DEVELOPERS ARE SEEKING. THEY MAKE NOT BONES ABOUT BUILDING INDUSTRIAL PROPERTY ALONG THE ROUTES.

WHAT THEN BECOMES OF THE CAREFUL CARE AND SECURITY OF THE NEW BULLET TRAINS ONCE THEY RAPE THE LAND AND TAKE THE PROFITS?????? WILL THE FEDERAL GOVERNMENT AGAIN FIND ITSELF TO BLAME FOR HARMING A PART OF AMERICA THAT HAS BECOME THE FOURTH LARGEST STATE ?????????????
IT IS MY HOPE YOU WILL READ THIS LETTER AND THE ATTACHED BLOG.
CHEERS, CONNIE CONNIE HOUSER RESIDENT OF MARTIN COUNTRY

Connie Houser 10/26/14

Hi,
Generally this blogger likes to keep focused on world news but the HIGH SPEED TRAIN SITUATION IN FLORIDA HAS BECOME A REAL SCARY SITUATION.

It wouldn't be bad if they were planning to spend the money to build new raised tracks like the Japanese to send 100-125 mile an hour trains across the landscape but they ARE NOT! THEY INTEND TO RUN THOSE TRAINS OVER TRACKS SET IN PLACE OVER 100 PLUS YEARS AGO IN WHAT IS CALLED IN PARTS OF FLORIDA "SUGAR SAND !!!!!!!!!!!!!!!!!

WHAT IS SUGAR SAND ?????????????? WELL, THE EASIEST WAY TO DESCRIBE IT IS IF YOU GET STUCK IN IT IN YOUR CAR AND YOU TRY TO GET OUT WITHOUT A TOW, YOU MAY WELL DIG YOURSELF A HOLE TO CHINA. IT HAS NO REAL FOUNDATION AND ITS MISSION IS JUST TO BE SAND NOT STONE OR CEMENT !!! SO IT IS MOVABLE AND TRACKS GOING THROUGH THIS REQUIRE CONSTANT UPKEEP AND THUS FAR THE RAILROAD COMPANY HAS MANAGED TO KEEP IT UP. TRACKS WIGGLING AND SHAKING FROM SPEED IN THAT POROUS SAND CAUSES DAMAGE.

BUT WHAT IS GOING TO HAPPEN WHEN YOU HAVE HEAVY TRAINS GOING MONSTROUS SPEEDS OVER THESE TRACKS ??????????? THIS BLOGGER CAN DAMN WELL GUARANTEE YOU THAT NO ONE KNOWS FOR SURE !!!!!!!!!!!!!

BUT DISNEY (AND OTHER POWER BROKERS IN ORLANDO AND MIAMI) HAVE ENOUGH ECONOMIC CLOUT NOW IN THIS STATE TO MAKE DEMANDS THAT POLITICAL POWERS FEEL MUST BE MET !!!!!!!!!!!!!!!

THIS BLOGGER IS PRETTY SURE GIVEN HIS REPUTATION THAT IF WALT DISNEY WERE ALIVE HE WOULD NOT CONSIDER KILLING TRAINLOADS OF LITTLE KIDS WORTH THE ECONOMICS INHERENT IN HIS WONDER WORLD. IF HE DID IT AT ALL, IT WOULD BE ON NEW AND POSSIBLY ELEVATED TRACK WITH THE BEST ENGINEERS IN THE WORLD !!!!!!!!!!!!!!

THIS IDEA OF RUNNING THE SUPER SPEED TRAINS ON THE ALREADY EXISTING TRACKS THROUGH CROWDED SECTIONS OF FLORIDA IS PERHAPS THE WORST BOONDOGGLE FLORIDA HAS SEEN IN YEARS !!!!!!!!!!!!!!!!! AND LITTLE MONEY TO PREVENT CROSSING ACCIDENTS IS AVAILABLE AS WELL (ANOTHER TYPE OF HORRIFYING DISASTER), MAYBE THE POWER BROKERS' VISIONS LEAVE MUCH TO BE DESIRED !!!!!!!!!!!!

AND BELIEVE THIS BLOGGER,,,,,,,,,,,,,,,, FLORIDA HAS SEEN SOME BOONDOGGLE DOOZIES !!!!!!!!!!!!!!!!!!!!!!!!!!!

THERE'S ALWAYS SOME GREAT AND GOOD REASON BEHIND MOVING THINGS LIKE CLAUDE PEPPER'S "CROSS FLORIDA BARGE CANAL" AND PLANNING BY THE LOCAL POWER IDIOTS (AND THE REASONS ARE ALMOST ALWAYS ECONOMIC PLUNDER) AND THE IDEA GETS PUSHED THROUGH, DOES TONS OF DAMAGE, COSTS TONS MORE MONEY THAN PREDICTED, THEN COSTS TONS OF MONEY TO UNDO !!!!!!!!!!!!

REMEMBER, GOVERNOR SCOTT, THIS WILL BE TIED TO YOU AS GOVERNOR IF IT BECOMES ANOTHER BOONDOGGLE !!!!!!!!!!!! THAT THE WAY YOU WANT HISTORY TO REMEMBER YOU ??????????

AND AS USUAL WE LEARN NOTHING FROM THE HORROR BROUGHT US BY PEOPLE SEEKING MORE POWER AND/OR ECONOMIC GAIN !!!!!!!!!!!!!

HIS BLOGGER GRANTS THAT DISNEYLAND and OTHERS HAVE A LARGE STMENT TO PROTECT BUT IT ISN'T PROTECTING THAT INVESTMENT BY USING LF-ARSED, POTENTIAL CHILD KILLING METHODS, TO GET WHAT THEY NEED.

PUT DEDICATED MONEY BEHIND THE PROJECT OF HIGH SPEED TRAINS !!!!!!!!!!!!!!! BUILD AN ELEVATED STRUCTURE IF POSSIBLE, BRING IN ROCK AS A BASE TO RUN THEM ON AND THEREBY SECURE THE SAFETY OF THOSE KIDS. IF YOU CAN'T DO THAT BECAUSE IT'S NOT POSSIBLE OR FOLKS DON'T WANT IT----------THEN DON'T DO IT !!!!!!!!!!!!!!!
!
BE MORE CREATIVE IN MAKING YOUR PROJECTS AS PROFITABLE AS YOU WISH. USE MINI DRONE CARRIERS TO TRANSPORT FOLKS TO AND FROM MIAMI TO ORLANDO AS THE BEST RIDE YOU CAN OFFER.AT LEAST YOU WON'T BE KILLING OR INJURING TRAINLOADS OF FOLKS AT A TIME.

JAPAN IS ONE SOLID ROCK. AN IDEAL SITUATION FOR THEIR ELEVATED HIGH SPEED TRAINS. ARE WE COMPARING APPLES AND ORANGES HERE AND LOOKING AT THEM AS THE SAME ?????????????

BECAUSE THIS BLOGGER ASSURES YOU THAT THE FIRST TRAIN THAT GOES OFF THE PRESENT RAILROAD TRACKS (NOTICE I DIDN'T SAY "IF") WILL PUT ALL OF YOU OUT OF BUSINESS PERHAPS FOREVER !!!!!!!!!!!!!!

THE RAILROADS IN SOUTH FLORIDA ARE LIKE NONE OTHER PERHAPS IN THE WORLD. THEY ARE NOT BUILT ON STONE, GRANITE OR EVEN HARD SAND. THEY ARE BUILT ON CONSTANTLY SHIFTING SANDS AND DIRT (THAT HAS TO BE REPLACED OFTEN) AND TRUCKED IN GRAVEL AND THIS IS LAYERED NOT OVER ROCK, GRANITE OR STONE BUT OVER .....POROUS CORAL ROCK THAT TENDS TO CRUMBLE AND BREAK AWAY OVER TIME.

CENTRAL FLORIDA HAS A MORE INTENSE PROBLEM (ALTHOUGH SOUTH FLORIDA HAS HAD SOME PROBLEMS WITH THIS AS WELL).

SINK HOLES OPEN UP UNDER THINGS WITHOUT WARNING. THERE WAS A CASE THIS YEAR THAT OPENED UP UNDER A HOUSE WITH A YOUNG MAN ASLEEP IN HIS BED. THE HOUSE AND HE DISAPPEARED IN A HORRIFYING ACCIDENT !!!!!!!! WOULD A SINK HOLE SWALLOW UP A TRAIN GOING TO DISNEYLAND, UNIVERSAL, OR MIAMI ?????????????? LESS LIKELY THAN AN ACCIDENT OF SHIFTING SAND UNDER TRACKS ??????????????????????????

BUT THIS BLOGGER KNOWS THAT ANYTHING UNDER THE SUN IN FLORIDA, THE LAND OF SUN AND SAND IS POSSIBLE AND PROBABLE. AND THE ONLY THING THAT THREATENS DESTRUCTION OF THAT PERFECT ENVIRONMENT IS ==== YOU GUESSED IT ---- NATURE AND 'MAN' !!!!!!!!

CHEERS, CONNIE

October 27, 2014

Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Room W38-31
Washington, D.C. 20590

Attention: Mr. John Winkle

Subject: All Aboard Florida Passenger Line from Miami to Orlando

Dear Mr. Winkle,

The purpose of this letter is to inform you of my concern with the All Aboard Florida Passenger Line (AAF) being proposed to travel at high speeds between Miami and Orlando, Florida. AAF is proposing to start passenger service running 32 trains per day. It is their intent to run these trains at high speeds (80 to 100 mph) on their existing freight lines running near the coastline through downtown areas between Miami and Cocoa Beach where the line will turn West to go to Orlando. There will be no stops between West Palm to Cocoa Beach. These 32 trains per day will run full speed (100 mph) through the downtown areas of Jupiter, Stuart, Ft. Pierce, Vero Beach and Sebastian at ground level.

I strongly believe that this is dangerous and will eventually lead to a catastrophe occurring by mixing high speed trains with both autos and pedestrians. At a minimum there should be a grade separation between all of these trains and the public. This would at least lessen the possibility of a serious accident. A better suggestion, keeping the public's safety in mind, would be to route these high speed trains West of Interstate 5. This would also probably be a less expensive alternative than grade separations.

I am a Project Manager for a construction company. I managed a project about 4 years ago building a new bridge over East Coast Railroad's lines between Ft. Pierce and Vero Beach. I personally experienced trains running 60 mph on this stretch, up close, and cannot imagine the damage and loss of life that would occur if there was a derailment or a collision with an automobile or pedestrian while trains are traveling 100 mph.

I strongly request that your office review this proposal by All Aboard Florida and require them to move these passenger trains West of Interstate 5. If these passenger lines are approved running on the existing tracks, it is only a matter of time before a catastrophe occurs.

Sincerely,

Paul Horvath
Stuart, Florida

TO: **Mr. John Winkle, Federal Railroad Administration**
1200 New Jersey Avenue, SE
Room W38-311
Washington, DC 20590

FROM: David W. Hornbeck
4721 SE Waterford Dr.

I protest the Draft EIS for All Aboard Florida and request denial of the RRIF loan since every bit of evidence points to failure, profound safety and environmental issues and lack of any discernible benefit to local communities.

Taxpayer dollars are being loaned to a private enterprise and this proposed loan will incur significant risks of default. As our custodians of these funds, you are responsible to your constituents to be certain that taxpayer monies are being properly and prudently spent and invested. It is your duty to be totally informed on matters as large as a $1.8 billion dollar loan. Nor are we in favor of the alternative, corporate welfare in the form of Private Activity bonds for a Junk Bond investment company.

The Federal Railroad Administration should not sign off on this ill-advised high-speed passenger rail project. History dictates that it is unlikely ever to be financially independent of major taxpayer obligation, and it is clear the benefits are not worthy of the burden on taxpayers.

This train project is unsafely retrofitted to old rail beds, does not stop to serve passengers in the communities it is passing through, is funded with almost 2 BILLION dollars of taxpayers money, and carries the unsubstantiated claim that its service will remove 3,000,000 cars from the road.

Florida does not have conditions that would support All Aboard Florida success. According to The Federal Train Policy report, "The Development of High Speed Rail in the United States: Issues and Recent Events,"* published in December 30, 2013 about factors supporting HSR, "Compared to the United States, countries with HSR have higher population densities, smaller land areas, lower per capita levels of car ownership, higher gasoline prices, lower levels of car use (measured both by number of trips per day and average distance per trip), and higher levels of public transportation availability and use" are more successful with HSR projects.

The population of AAF's cities are too small to provide the level of ridership necessary for HSR profitability. Tokyo and Osaka have over 17 billion residents, By comparison, Orlando's population is 255 thousand and Miami's is 418 thousand.

I request that the federal Government Accountability Office review the project's costs and risks of default, as well as the interest rate that would be assessed to their $1.875 billion loan. Why should a "privately funded" project be the on the shoulders of the taxpayers?

We, the tax-payers, look forward to your accountability and response to our concerns.

Sincerely,
David W. Hornbeck

10/12/2014

ATTN: Mr John Winkle, With all
The attached negative concerns I
would like to add that this is all
but a smoke screen. In regard to the
passenger bullet trains, we all know that
this is because of the panama canal's
increase of freight to Florida, so they
the All Aboard Florida can use this to get
the funding. I say they, the All Aboard Florida,
should just be truthful in what they plan
to do. And we all come up with a solution
to the problem's, like build the tracks
up the middle of the state of Florida.
Because if this goe's as they plan to,
and if this turns out bad like the people
of the state of Florida, Tresure coast Residents
thinks it will, I'm afraid the Tresure coast
Residents will do a humam Railroad block
and stop all passenger and freight trains
from going through our towns, and all
that borrowed funds of tax payer money will
be a total loss for everyone.

Curt Honeycutt

Mr. John Winkle,

My opinion about the high-speed train is "no" please!

I believe it will change our sweet little town and many others along the way, for the worse.

We will loose parking spots we desperately need in our down town area. The Train would back up the traffic 32 times a day!

Interfere with our businesses!

Most of all the Doctors could not get over the Tracks to the Hospitals for Emergency & also the Ambulance! I'm very against the Train going through here - Maybe go further out west where there is more land & won't upset traffic & lives & business!

Thank you!

Melanie Helen

XFINITY Connect **barbarahaven@comcast.net**

+ Font Size -

AAF project comments re High Speed Rail

From : barbarahaven@comcast.net Mon, Dec 01, 2014 12:44 PM

Subject : AAF project comments re High Speed Rail

To : AAFcomments@vhb.com

The constant maintenance that will be required to keep the "old" and/or "new" rails in a suitably safe operating condition for the increased usage expected will create a constant negative environmental impact at all crossings. In Vero Beach the dirt, dust and noise as well as noxious fumes from idling automobiles waiting to cross the tracks at such times will impact grossly on businesses as well as private dwellings in these areas. Please spare us the agony of seeing our property values forfeited for the greediness of big business and their search for the almighty buck.
Please submit these comments to Mr. John Winkle at the U.S. Department of Transportation, Federal Railroad Administration.

November 28, 2014

Federal Railroad Administration
1200 New Jersey Ave, S.E., Room W38-31
Washington, D.C. 20590
Dear Mr. Winkle,

We are residents of the Treasure Coast area of Florida, specifically North Hutchinson Island, Saint Lucie County. We are writing to express our concerns regarding the impact that the proposed All Aboard Florida will have on this area and our lives in particular.

Florida East Coast Railroad (FEC) tracks as you probably know run through the oldest parts of the region, small towns that grew up around the railroad as it existed in the last century. Buildings and major local roads are close to the tracks. There are numerous crossings through these populated areas. Many of these towns are struggling to survive in an environment that has changed from small downtowns to suburban sprawl. Adding 32 trains a day at up to 110mph in a 12 to 15 hour period to the present approximate 7 freight trains a day (24 hours) presents significant safety and disruption concerns. Our closest hospital (level 2 trauma) requires crossing FEC tracks. Emergency services will be negatively impacted by the additional crossing closures and therefore the health of local residents.

We understand that passenger rail even in areas where it is in significant use such as the northeast does not pay for itself. If the objective of your agency is to support passenger rail service between south Florida and Orlando then a way should be found to move the trains west of the Treasure Coast population density. We understand that there are CSX tracks to the west which could be used for this purpose. If, however, the objective is to support FEC's proposed plan to run high speed passenger trains through this community the negative impact will be significant.

It has been speculated that All Aboard Florida is a way for FEC to improve its tracks to garner additional cargo business as a result of increases in shipping due to increased capacity of central American canals. We hope this is not correct and hope that your agency will ensure that this does not happen.

In addition we are concerned that a loan guarantee for this project would be a poor investment for the U.S. public while having a significant negative impact on the economy and environment of the Treasure Coast.

Sincerely,

Jerry G. Patterson

Kathleen A. Hammel

Copy to:
Senator William Nelson
Senator Marco Rubio
Representative Patrick Murphy

11.26.14

Sir,

The high-speed train would be a disaster for the Treasure Coast! Please take into consideration its location. If it has to be, move it to a less populated area

Mary Brandy

ORLANDO FL 328
26 NOV 2014 PM 1 L

USA FOREVER

MR JOHN WINKLE
FEDERAL RAILROAD ADMIN
1200 NEW JERSEY AVE
SE ROOM W38-311
WASHINGTON DC
20590

NO ONE DOES MORE FOR VETERANS.

Howard C Gordon

MR. WINKLE. –

MY REQUEST IS SORT. QUESTION –

WHY DO WE NEED THIS TRAIN RUNNING INBOUND TO NORTH FLORIDA, STAGERING COSTS, ETC. A WORD TO THE WISE, FORGET IT.

SINCERELY

Howard

December 2, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

Dear Mr. Winkle,

I am writing to object to the All Aboard Florida (AAF) Project ("Project") as currently proposed and to request additional study and evaluation to appropriately evaluate impacts, alternatives and mitigation. My comments fall into the categories of project need, marine navigation, safety, noise, wildlife, and hazardous waste. I am opposed to the FRA's granting a $1.6 billion loan for AAF.

I have lived in the Jupiter area for the last eleven years (3 years in Juno Beach, 7 years in Palm Beach Gardens, and 1 year in Tequesta). I am very familiar with the current patterns of cargo trains in the area. I have also reviewed the Draft Environmental Impact Statement (DEIS) and offer my comments below. My comments are focused on the portion of the Project that I am most familiar with (N-S corridor and specifically Jupiter area). However, given the inadequacy of evaluation of impacts in this area, I am concerned that the evaluation is similarly lacking along the rest of the corridor.

I have not encountered a single person among local year round citizens or part-time residents who would ride on the proposed AAF train. If someone from this area is going to Orlando, it is generally for vacation and packing and driving their own car is significantly more convenient than traveling to a train station, parking, leaving their car, traveling by train and then not having a car when they reach their destination. Right or wrong, this cultural mindset is pervasive in South Florida and should be considered when evaluating Project need. The DEIS states: "The economic viability of the Project is dependent on ridership. A ridership study (Louis Berger Group 2013) (see Appendix 3.3-F) was used to develop ridership projections." The likelihood of people to use AAF for its intended purpose should be more vigorously reviewed as the entire Project hinges on whether there is a need and whether AAF is a feasible solution to meet that need. If the Project is approved and constructed and then not used as intended (ridership is lower than expected), what recourse does the public have? I am concerned that the Project is a veiled attempt to allow Florida East Coast Railroad (FECR) to transport additional freight arriving in Miami on new Panamax ships to Orlando. The Project will attempt to gain public funding and regulatory approval based on assumptions that there is a public benefit to the Project. If passenger services are not used as expected, what will prohibit FECR from benefitting privately (by transporting additional freight) from the public funding and imposing impacts on the public for private commercial gain? If the Project is

approved, it should include restrictions on FECR's ability to use the improvements for additional freight traffic.

The Project considered and discarded using the existing CSX right-of-way. The DEIS states that commercial concerns are one of the major reasons this alternative was not considered: "AAF does not have operating rights on the CSX portion of this route, and would have to negotiate agreements for a shared use environment. This creates increased risk of significant delays to the schedule, as well as the risk that CSX would not be willing to enter into such a transaction." If the Project is truly in the public interest, CSX and FECR should be able to work together for the public (and their private) benefit. This alternative should not be discarded based on commercial concerns.

The Draft EIS Section 5.1.3, *Navigation,* contains flawed assumptions and therefore flawed analysis. First, marine monitoring of boat activity at the moveable Loxahatchee Bridge in Palm Beach County was only conducted during December 2013. This is not representative of boating activity year round. There is significantly more boating activity during summer months. Second, the Draft EIS uses the "existing condition" assumption that the Loxahatchee River Bridge closes an average of 10 times a day based on data provided by FECR. Based on my personal experience living in the area, that assumption seems very high (there are fewer closures than assumed as existing condition). Section 4.4.1 confirms my personal experience stating that video evidence: "observed number of closures is less than half of the daily closures reported by FECR (10 closures per day (Existing conditions)." It is obviously favorable for the Project to assume an existing condition with a high number of closures and a low amount of boat activity because that would reduce the impact of the Project. The analysis overstates the number of existing closures and understates the amount of boat traffic and therefore significantly underestimates the impacts of the Project. It is impossible to evaluate the Project with flawed data and analysis. Additional study should be undertaken and mitigation considered to address the impacts.

Environmental impacts of additional closures of the Loxahatchee Bridge have not been adequately addressed in the DEIS. Section 3.2.1.1 "Threatened and Endangered Species states in part: "Potential direct and indirect impacts to federal- and state-listed threatened and endangered species were evaluated based on information provided by the Florida Fish and Wildlife Conservation Commission...The analysis did not include plant species or aquatic species such as the West Indian manatee." I have personally observed manatees in the River on numerous occasions. Boaters avoid impacts to manatees by navigating around them. Numerous boats will be idling by the bridge during closures will create conditions where manatees will be at increased risk. The evaluation should be expanded to evaluate impacts from increased idling boat traffic to aquatic species.

The Loxahatchee Bridge crosses over the Loxahatchee River in Palm Beach County. The Loxahatchee River crosses into Martin County upstream of the bridge crossing. In Martin County, the River has the federal designation of National Wild and Scenic River. The Draft EIS states: "The closest Wild and Scenic River designated segment of the Loxahatchee River is approximately four river miles upstream from the N-S Corridor in Palm Beach County. No impact would occur to Wild and Scenic Rivers from the Project, which would not be located in or visible from a Wild and Scenic River segment." While, the Project would not be "located in or visible from" the river, there would be noise impacts to wildlife and to tourists attempting to enjoy the River. The horn blasting to announce an incoming train (necessary for safety) can be heard along the River today. With 30+ trains daily, the noise impacts from horns would increase. While the designation of Wild and Scenic River may be 4 miles "upstream", it is shorter as the crow flies (and as sound carries). Furthermore, the noise evaluation does not consider how sound carries over water; instead it assumes standard decline of noise with distance. That model does not apply over water. It is inaccurate to state that there is "no impact" to Wild and Scenic Rivers. Additional study should be undertaken to evaluate noise impacts to the National Wild and Scenic River and mitigation should be implemented to mitigate noise impacts to the National Wild and Scenic River if the Project is approved. Furthermore, the entire noise analysis should be reviewed to ensure that there are not similar flaws in the noise analysis in other areas along the Project route.

There are particular marine safety concerns at the Loxahatchee bridge. The current in that area is extremely strong and the opening is narrow. Navigation under the moveable railroad bridge is currently a challenge and presents significant safety concerns. With increased number of boats waiting for the bridge to open 30+ times a day, it is increasingly unsafe for marine navigation. Additional study should be undertaken to evaluate how the Project would impact navigation and steps taken to ensure that public safety will be protected.

The Project's proposed mitigation to manage marine traffic is to create a predictable schedule:

> "Develop a set schedule for the down times of each bridge for *passenger* [emphasis added] rail service. Passenger rail service is anticipated to operate on consistent daily schedules that are both predictable and reliable with minimal deviations. Local mariners should be able to predict approximate crossing times once they are familiar with the passenger rail schedule, which will be consistent and unchanging from week to week. Mariners will be able to plan travel times and avoid unnecessary wait times according to the posted schedule. "

There is currently no predictability to the bridge closures since it is used for freight. If the Project opens the door to additional freight traffic, FECR must be held accountable to their commitment to have predictable bridge closures. Furthermore, the bridge closures should be reasonably short. According to the

DEIS:

> "The Loxahatchee River represents approximately 23.2% of the marine activity in Palm Beach County, excluding revenue from port activities. Because the economic activity associated with the Loxahatchee River is located in Palm Beach County, the total economic value of this river is equivalent to 23.2% of the economic value of the marine industry in Palm Beach County, or $398.6 million. This total value is comprised of $219.0 million in direct expenditures, $50.9 in indirect effects, and $128.7 million in induced effects. This activity supports a total of 2,755 jobs and $114.9 million in personal income (see Table 4.2-8)."

This significant economic value should not be unduly impacted for FECR's private commercial gain.

I also have concerns about hauling of hazardous waste. According to the DEIS:

> "Freight trains traveling along the FECR Corridor are currently equipped to haul hazardous materials. Although there is no set schedule, hazardous materials are hauled on an average of once per week (see Table 4.2.4-2)."

The DEIS does not adequately address how hazardous materials hauling will be impacted by the new passenger service and/or potential impact of increased freight traffic. Since impacts are not evaluated, mitigation is not proposed. The Project should evaluate impacts and propose appropriate mitigation.

All Aboard Florida Project impacts have not been properly evaluated in the Draft EIS. Lacking appropriate evaluation based on accurate data, impacts and mitigation cannot be properly identified or alternatives evaluated. The Project should be halted until evaluation of impacts is complete and appropriate mitigation is provided.

Sincerely,

Rachel Godino

against AAF

11-17-14

Mr. Winkle,
We want to vote against AAF.
Too many things can go wrong.
Let them go to the middle, if the state not up the coast
Too many homes to be damaged from the impact of this project.

Thanks
Joann Gilbert
Robert Gilbert

No One Does More For Veterans.

MRS. WILLIAM CLAY FORD

December 18, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Avenue S.E.
Room W38-311
Washington, DC 20590

Mr. Winkle,

I am writing with regards to the All Aboard Florida train project proposed for Martin County. As a longtime home owner in Hobe Sound, I am not in favor of the proposal. I feel the negative environmental impact and the safety concerns for our residents are too great to justify the addition of 32 more trains per day.

Sincerely,
Martha F. Ford

Martha F. Ford

2000 BRUSH STREET • SUITE 440 • DETROIT, MICHIGAN 48226-2229
PHONE (313) 961-0500 • FAX (313) 961-3470

November 18, 2014

Sir:

I'm writing for the express purpose of adding my objections to many others who are completely against the AAF railroad.

The rail service is not to make life better for Treasure Coast residents or business, it will be only for the profit of those who are trying to foster it upon us.

No passenger rail service has made profit. We'll be taped to fund it. My answer to AAF is no, go west.

Sincerely
Justine Ferm

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

THE VOLUME OF TRAFFIC PROPOSED WILL REQUIRE AN ADDITIONAL SET OF TRACKS, ONE NORTH AND ONE SOUTH. THIS EXPANSION WILL IMPINGE ON, AND DESTROY PROTECTED MARSH LAND THAT IS VALUABLE AND NECESSARY TO OUR ECO-SYSTEM.

THE IMPACT OF THIS PROJECT IS DETRIMENTAL TO EVERY ASPECT OF OUR ENVIRONMENT - NOISE, POLLUTION, AIR AND GROUND, CONGESTION - TO CITE A FEW.

APPROVAL OF THIS PROJECT WOULD BE A TRAVESTY IN EVERY POSSIBLE WAY

THANK YOU FOR YOUR ATTENTION
EFK

If you need additional space, please attach a second sheet to this page

Nov. 26, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave, SE, Rm W38-311
Washington, DC 20590

Dear Sir

My life will directly be affected by the noise and pollution of the additional trains and I do not want my taxpayer money to be used to benefit someone on Wall Street.

May wiser heads prevail and realize that adding the additional trains is a disaster waiting to happen

Kind Regards,
Eileen Grunin

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

We live just North of Vero Beach, Fl. The rail line in question passes about 1 mile west of us.

We must cross that track many times a week, and that is less than most of our friends and neighbors.

With permission of my friend Stephen Geary, I enclose, and we fully support the points he has made in his letter.

We ~~fel~~ urge you to re route this monster "Bullet TRAIN" to protect us

respectfully, Fred O Dorey MD —

my wife concurs.

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

1) Written comments may be submitted tonight, in the boxes provided
2) Comments may be made orally at this meeting (to the court recorder)
3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	FRED O., and Joanne DOREY
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available SLEZ11P5@AOL.COM

Oct 2014

John Winkle
Federal Railroad Admin
1200 N. Jersey Ave SE.
Room W38-31
Washington, D.C. 20590

Dear Sir:

My concerns re AATL focus on safety, the environmental impact and the impact on quality of life.

As a resident of a retirement community across the tracks, I have gotten accustomed to the noise, vibrations & air pollution. My community has one entrance/exit via crossing the tracks. What are the emergency egress plans and who will pay to bring the plan to fruition? While tolerating the noise & vibrations & delays, I am surprised by the frequent malfunctions of the crossing alarms, the noise created dings on & on. The malfunctions have ever resulted in Indian River City Sheriff personnel being positioned at the crossing. As a taxpayer, I resent this utilization of officers of the law.

Although the EPA anticipates a negligible impact from the high speed trains, I wonder if our local Florida panther, bobcat(s) and gopher turtles will remain in their habitats if train traffic increases?

The disruptions caused by the multiple train trips will irrevocably change the ambience of our peaceful seaside towns. Our local economies depend upon tourism. Do we really expect vacationers to accept the frequent traffic bottlenecks & clamor of high speed trains. There are many other vacation destinations where the solitude of the sea offers respite from hectic modern life.

There does not appear to be anything to be gained for the Treasure Coast and Date to be lost if AGFL is permitted to proceed. Everything that our communities have worked hard to achieve — the embodiment of the Florida lifestyle — will be decimated.

On a personal basis, my golden retirement years will be subjected to increased stress as I & many other senior citizens will be trapped in our homes & held hostages by AGFL.

Thank you for considering my concerns.

Patricia L. Doris

Patricia L. Doris

November 12, 2014

Dear Mr. Winkle,

All aboard Florida has turned a blind eye to the disaster their plans would create for the treasure coast. I am hoping that you might be able to point out the errors in their actions.

The tracks AAF propose to use, split Stuart and all of the cities on the treasure coast. This will permanently damage the lifestyle of all residents who drive or use the waterways. AAF's plan has no benefit to millions of Floridians and breaks the constitution of which the city of Stuart is founded. It states that the city must maintain a small town look and feel. This proposed modern high speed train does not have a small town look or feel.

I am a long time resident of Stuart. I live on the east side of the tracks. At this time, our traffic issues are already overwhelming. Near the corner of Monterey and A1A is a concrete plant that uses the railroad to load and unload their products. When they are in this process and for about a half hour, it takes me over 10 minutes to drive 4 blocks to cross the tracks and in season with the snow birds, it takes longer. If AAF has a train an hour on these tracks, I can't imagine how I will be able to get out of my neighborhood.

Most importantly the safety factor of these residents has not been taken into consideration. It's not just the 1 minute that emergency vehicles will have to deal with but also managing around the traffic jams that they will cause. Not to mention the additional accidents from the impatience of drivers jumping the tracks.

I urge you to please help stop this tragedy from coming to the treasure coast.

Thank you for your time,
Peace be with you,

Jacqueline DiCarlo

DECEMBER 1ST 2014

JOHN WINKLE
FEDERAL RAILROAD ADMINISTRATION
1200 NEW JERSEY AVE. S.E.
ROOM W 38-31
WASHINGTON, D.C. 20590

DEAR MR. WINKLE:

IN REFERANCE TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON ALL ABOARD FLORIDA USING THE EXISTING RIGHT OF WAYS THROUGH BREVARD, INDIAN RIVER, ST. LUCIE AND MARTIN COUNTIES FL.

I WILL TRY TO BE BRIEF.

I LIVE IN THE SMALL COMMUNITY OF LITTLE HOLLYWOOD FLORIDA WHICH IS ADJACENT TO THE FLORIDA EAST COAST RAILROAD TRACKS. THE BACK OF MY HOUSE IS LESS THEN A HUNDRED YARDS FROM THE TRACKS AND A CROSSING.

I HAVE NEIGHBORS ON THE STREET BEHIND ME (APPROX. 17) IN VERY NICELY MAINTAINED HOMES WITH THE TRACKS RUNNING WITHIN 40 TO 50 FOOT OF THEIR HOMES.

WITH THE CURRENT TRAFFIC THE DISTRUPTIONS (WHISTLE'S, ROAD NOISE, VIBRATIONS, STOPPAGES) ARE TOLERABLE BUT WITH WHAT IS BEING PROPOSED HERE WITH THE ADDITION OF 32 PASSINGER TRAINS DURING THE DAY AND FREIGHT TRAINS ALL NIGHT LONG, IT WILL BECOME INTOLERABLE.

THE BOTTOM LINE IS I MAY BE LOSING A LOT OF GOOD NEIGHBORS

CONT.

CONT.

AND LOOKING AT A STREET OF EMPTY, BLIGHTED HOMES IN THE NEAR FUTURE.

I SINCERELY HOPE YOU WILL TAKE THIS ONE SCENARIO AND MULTIPLY IT BY MANY, MANY, MANY MORE IN IMPLEMENTING YOUR ENVIRONMENTAL IMPACT DRAFT.

SINCERELY

Francis "Bud" Cutright

December 1, 2014

Sirs,

The AAF report fails to address The negative impact this project will have on the communities from West Palm Beach To Cocoa. Just a few include by the increased rail closing:

1. Safety: getting the critically injured and Sick to emergency facilities. Trains traveling 110 mph.

2. financial: There is no profitable rail service in the U.S.A. to date. This loan is Taxpayer backed.

3. The EIS is not an independant study by a third party group and fails to ~~endr~~ address the environmental impact on Drawbridges built in the 1920s upgrading of tracks and maintenance.

The project is an affront to home owners in this area!

respectfully,

Ann C. Craft

John Wenke
Federal Railroad Admin.
1200 New Jersey Ave S.E.
Room W 38-31
Washington - DC 20590

All Aboard Florida

From: "Linda McLain" <lmclain45@yahoo.com>

To: AAF_comments@vhb.com

Cc: bill@billnelson.senate.gov

I am writing to express my dismay at this project being thrust on the people of Florida, even though it is c aboard Florida in their neighborhoods. There was a time when the railroad provided a much needed boc Florida. In fact, I came to Florida in 1961 on a passenger train from NY and I have been a resident ever

It is quite evident to everyone looking at this proposal that it is not passenger trains that we are really de in their wake, when passenger trains cannot support the expense of this endeavor. I live where I have tc from my house. I recently sat there 35 mins waiting for a train to move that was sitting there on a siding crossing and keeping it closed. There is another crossing within 5 miles of this one but it was also block person needing medical help would have died! There was no convenient way to drive far enough to get imagine what will happen with more trains using these same tracks.

I have seen some tremendous downtown efforts made to bring businessess into older villages on the ea by the railroad to facilitate the needed requirements of this project will send those towns back into despa with the noise and speed of trains in their face? Who is going to wait at crossings to get where they nee with this foolish project.

If All Aboard Florida wants to make this project work, they should be considering a way to move the railr that it can by-pass the majority of homes that will be impacted by the noise and inconvenience of this rai there is not a resident in this east coast area that would not support seeing the tracks moved. It would p bring new towns to the inland portion of the state. I can assure you that I will never vote for legislation th given the opportunity. I am already seeing people taking losses to sell their homes before this project ha values, like we had 8 years ago, I cannot imagine how our state will survive that again.

I am devasted by the fact that our politicians will allow lobbyists to bribe them into voting for a project tha move to Florida. It is just another sign of how corrupt our government and the people with power and m stops this project before it claims our state as it's "victim"!.

Sincerely,
Linda McLain Brannan

Linda McLain Brannan
lmclain45@yahoo.com

11/19/14

Att: John Winkle

Dear Mr. Winkle,

All aboard Florida's High Speed rail service is Bad for our Town in many many ways.

Please don't support it.

Thank You

Noel F Bu

Nov. 15, 2014

Mr. John Wintle:

Please stop All Aboard Fla. It will destroy every small town on the East Coast of Fl. (South Fl.)

I cannot believe that a handful of people with power and money can profit from this and hurt so many others.

Please stop All Aboard Fla —

Sincerely,

Mary Page

PAT O'MALLEY

Dear Mr Winkle

There are over 1000 reasons that AAF does not make sense I urge you to not approve.

Pat O'Malley

COMMENTS ON ALL ABOARD FLORIDA

PUBLIC SAFETY ISSUES:
110 mph trains through Brevard, Indian River and Martin counties, urban areas
An accident in Vero Beach at 21st street and Route #1 would wipe out the Chamber of Commerce and the Post Office
An accident at Aviation Boulevard and Route #1 would wipe out the Vero Beach Water Department leaving residents without water for months
Many residences and businesses along Old Dixie Highway and Route #1 would be demolished

This project has no benefits to public safety !

OTHER ISSUES

Disruption of Quality of Life
Noise
Vibration
Disruption of boat traffic
Disruption of traffic flow
Disruption of emergency care
Disruption of evacuation
A transition from occasional interuption of our peace and quiet to a constant interuption
Reduced property values

CONCERNS

32 high speed and 20 freight trains could increase accidents by 300% on the 20th place line for FRA accidents
FRA should provide speed, footprints and damage information for all significant recent accidents in North America
FRA should require railroad lines to provide documentation of all toxic materials carried and restrict where they may be carried if an accident would deteriorate water, environment, or quality of life

PROPER LOCATION FOR HIGH SPEED RAIL

Sixty years ago, the Interstate Highway system was designed to skirt urban areas and AAF should be out in middle of the state where CSX and Amtrak operate - and maybe Orlando to Miami would be less than 3 hours

Sabinabell@comcast.net

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Comments:

I live in Vero Beach, not Miami, Ft. Lauderdale, W. Palm Beach. My home is very close now to the tracks & the freight runs mostly during the nite. I get dust/rattling & noise too often already. Do not want more tracks/trains on these FEC rails that Henry Flagler put up many years ago. Will ruin the treasure coast as we know it. Many other ways to get to Orlando for passengers, buses, rails, chartered bus or vans. No more freight going through the treasure coast. Tracks are much too close to U.S. 1. Will hurt emergency vehicles crossing tracks. We all know your hidden agenda is freight as they would go broke if just passengers 32 times a day.

Do not use these tracks for all our small towns along the East Coast. M. Due

If you need additional space, please attach a second sheet to this page

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   Federal Railroad Administration
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   Washington, DC 20590

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Comments:

I am appalled that people speak and you refuse to listen! That lives and safety are not of concern to you! That the Almighty dollar is more important than anything else. Life is a precious gift that you will be stealing from innocent families if they cannot get emergency vehicles to the hospital in a timely fashion. Seconds matter!!!

Listen - pay attention - allow your mind and heart to do the right thing so that you can live with a clear conscience and celebrate life - not death!

SHAME ON YOU

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Comments:

This is a very bad idea + a situation that will ruin our towns + the treasure coast. 42 trains at least - that is more than one an hour! We have approximately 28 crossing in Stuart! This means more cars + pedestrians + emergency vehicles tied up in traffic.

(we already have 10)

The rail report is a sham. (more like an ad for AAF) They do not say they would close some of our turns onto other streets that keep traffic moving now. ~~and~~ We are being railroaded in FRA to enable the destruction of our cities. We do not want our tax dollars to go toward helping destroy our way of life!

More Negatives: Our economy - Dangerous crossings - more pollution - cars sitting idling waiting for trains to go by. (pollution) would hold traffic for blocks + to U.S 1 - Gridlock.

Send this west - let them go directly (with their own money) from Orlando to Miami!

PS FRA did not truly hold these meetings. Most people were not able to talk to their reps.

If you need additional space, please attach a second sheet to this page

No tax money - NO FUNDS AT ALL for this Bad Project for the treasure coast citizens.

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Comments:

Ruin our downtown business
Real estate (shares) will decline
traffic coming from US1 to AIA will
be horrendous waiting times as traffic
perpendicular to these Roads

It will decimate the whole of the
Treasure Coast.

Would you like to contend with this??

This is Greed at its best

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Comments:

Im in favor of the railroad fast tracks. It will provide Employment ("Local")?" for a short time To be Feasable Locally At Least three (one in sebastion and 2 in vero beach) road over passes will be neccessary for Emergency uses. who will pay for this? the railroad owners or the tax payer??

Do you KNW what it will do to the town of Vero: Sebastian. Do you want this in your town? Hate It!!!

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TO ALL ABOARD
PERSONNEL
IF YOU DON'T STOP
THE PORTION
THROUGH VERO BEACH
& JENSON BEACH

SABATAGE!!
IS OUR
* WEAPON!! *

About Those Thirty-Two Additional Fast Trains

First, consider the math of 32 *additional* trains:

1. Just what are we talking about, timewise? Suppose the proposed trains run from 7:00 am to 9:00 pm, 14 hours during which most people travel. That's 840 minutes during which 32 trains speed through your community on an average of every 26 minutes. Over and above the slower freight trains. This is harmful.

2. How long will it take each train to pass a crossing? Who actually knows, including the owners? One minute is their reply. Do you seriously believe that? Add the freight trains' time (which will increase) and you must know we'll have well over an hour of closed gates, every day, during which thousands of cars and trucks (from Miami to Orlando) come to a standstill, motors running, These delays come during already-congested peak times. A few people will be making the money without regard to this tremendous cost and inconvenience to the general public. This is harmful.

Second, consider rights, theirs and ours:

1. Was land either sold or given to the railroads without any conditions attached? Were numbers like 120 mph or 32+ per day ever envisioned? Who knows the complete history? Do some individuals have the right to tell others: " We are going to send 32 additional trains going 120 miles per hour through your town every 26 minutes and you can't do anything about it no matter how it affects you." Oh really? Oh really! Where does it say that? Does not every community have the right to determine reasonable speed limits? After all, we determine the speed of automobiles on federal

highways going through our communities. We should and must claim that right to control trains. Why? Because in reality, trains *do* get derailed. Trains *do* collide. Cars *do* get stalled on the tracks. The number of train accidents each day is surprising, as you know, and we're talking about just the *slow speed* trains. How long does it take a high speed train to stop? Those we elect to govern our communities have the power and the duty to promote the wellbeing and the safety of all. They have the duty to listen to the voice of their people. After all, the ethical principle THE COMMON GOOD OF THE MANY FAR OUTWEIGHS THE PARTICULAR GOOD OF A FEW is still true. We cannot merely wring our hands and say, " Oh well, it's just going to happen. " We must claim and exercise our rights. We already have noise ordinances concerning trains. Why not speed ordinances? AAF simply does not have the right to travel at any speed desired unless we give them the right. AAF seems to have convinced us that it does have this right. This is harmful.

Third, we must not be swayed by specious arguments.

1. The promoters of AAF say it will create many jobs, and therefore is good for the economy. A high speed train system built west of our communities will create just as many jobs, perhaps even more, even though temporary. Another economic concern is that some people are worried these trains will devalue our property. Will those who cause this economic problem, and at the same time make money, offer any compensation? Don't hold your breath. Whenever we hear the phrase "good for the economy," we should ask "whose economy?"

2. AAF claims their trains will cut down traffic. No one can possibly know how many passengers will actually use these proposed trains. A thousand a day? Two thousand? With four passengers to an automobile, they may be talking about 500 cars less per day. The owners don't know, even though they talk as if they do. Even 1000 fewer cars does not justify the hour of stalled traffic. And what if another recession comes along? Where are the passengers then?

3. When you think about it, how many passengers would AAF need every day of the year to actually be profitable, filling 32 trains? Realistically, would that number ever be reached? We hear the passenger train proposal is really a subterfuge for the shipping of cargo later on once the new Panama Canal is completed. *Were* such a plan come to pass, *now* is the time to look into limiting the number of trains allowed to travel through our communities. Imagine how much worse 32 more slow moving trains would be. Speaking of numbers, is there not already some limit on the number of trains, fast *or* slow, that we allow? If not, then limiting the number would be more important than limiting the speed. Proactive is wiser than reactive.

Lastly, consider the morality of the situation.

Pope Francis has pointed out that unfettered capitalism (not capitalism itself, but unfettered, unchecked, capitalism) is to be condemned. To make money regardless of the damage or harm it causes others is morally wrong. None of us, legislators, authorities, or citizens, must take this lightly. It's not popular these days to talk about sin, but what else do we mean when we say something is morally wrong? Or does conscience no longer play a role in our lives, including decisions concerning AAF?

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✓ No high speed rail "IN THE WORLD" crosses roads at street level in this many miles –

✓ No rail system in the world runs this many high speed passenger + freight trains on the same tracks.

✓ No high speed rail in the world crosses navigable waters on a single track, sharing it with freight –

✓ AAF has not offered to make crossings safer at its expense –

✓ The Federal Railroad Admin. has never regulated HSR like AAF.

✓ It is not economically feasable to have AAF enter into this venture without having gov'mt. subsidize the operation + implementation.

✓ IF AAF continues to promote the venture, it should cover all the costs of upgrades and track additions without putting the burden on local, state, & Federal governments.

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Comments:

We're Not Guinea Pigs!!!

★ No high-speed rail IN THE WORLD crosses this many roads at street level in this many miles!

★ No rail system IN THE WORLD runs this many high-speed passenger + freight trains on the same tracks!

★ No high-speed rail IN THE WORLD crosses navigable waters on a single track while sharing with freight

★ The Positive Train Control system is not designed to make crossings safer, is not fully developed + IS NOT TESTED!!!

★ The Federal Railroad Admin has NEVER regulated HSR like All Aboard Florida.

★ The freight line had 211 accidents + caused 46 deaths in the past 10 yrs -- before AAF!!

This is not the place for FEC/AAF to test run HSR!!!! **STOP THE TRAIN!**

If you need additional space, please attach a second sheet to this page

I plead to you - please do not fund this AAF project. They need to go west of our towns

GOOD MORNING GENTLEMEN.....

I AM HERE THIS MORNING TO TALK WITH YOU ABOUT THE FEARS THE PEOPLE OF THIS COMMUNITY HAVE.

THEY KNOW...LIVES WILL BE LOST. IST RESPONDERS WILL BE HAMPERED....MANY.PRECIOUS MOMENTS WILL BE LOST AT THE CROSSINGS FOR ACCIDENT VICTIMS..HEART ATTACKS AND MORE.

there will be class action suits - Trains will fail.

THE ALL ABOARD FLORIDA SAYS IT ONLY TAKES 49 SECONDS FOR THE TRAIN TO MOVE ACROSS A CROSSING, BUT, HOW MANY CROSSINGS WILL HAVE TO CLOSE AHEAD OF A TRAIN RUNNING OVER 100MPH?

PEOPLE WORRY OUR REAL ESTATE VALUES WILL DROP AND PEOPLE WILL LEAVE TO FIND BETTER SEASIDE COMMUNITIES. THERE ARE SERIOUS RAMIFACATIONS ABOUT THIS.

WE ALREADY HAVE AMTRAC PASSENGER SERVICE...WHICH IS FEDERALLY FUNDED BETWEEN MAIMI AND ORLANDO. WITH TWO TRAINS SPLITTING THE RIDERSHIP....NEITHER ONE WILL SUCCEDE .

THE AAF STATES " THE PASSENGER TRAINS WILL LOWER THE CARBON FOOTPRINT" taking cars off the road. WRONG... CARS HAVE POLLUTION CONTROLS...DEISEL LOCAMOTIVES SPEW SOOT. WE AS HOMEOWNERS HAD TO CLOSE IN OUR BACK PORCH BECAUSE OF THE SOOT ON EVERYTHING. I CAN'T IMAGINE HOW BAD IT WOULD BE WITH ALL THE PROPOSED FREIGHT TRAINS.

HAVING OWNED AND OPERATED A FINE ART GALLERY IN PA FOR 27 YEARS.....I HAD PLANS TO OPEN A GALLERY IN THE ART DISTRICT DOWNTOWN. LIKE MANY OTHERS, WE CANNOT DO BUSINESS IN A PLACE WHERE MANY TRAINS CUT THE CITY IN HALF ALL DAY LONG

THIS PROJECT PROVIDES NO BENEFITS FOR US...ONLY DAMAGES, DUE TO LIABILITY RISKS AND FINANCIAL COSTS....AND LOSS OF BUSINESS

WE MUST LEAVE IT IN YOUR HANDS NOW, TO SAVE A WAY OF LIFE HERE THAT WE HAVE ALL ENJOYED.....THANK YOU FOR YOUR TIME

New York to Boston - Bullet Train has only 11 at grade crossings - there are 350 - here in Florida thru our counties - This is insane. Deaths will happen

a concerned citizen
from Indian River County

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Comments:

We are against this high speed train for the following reasons:

1) The number of train trips (+ the number of railroad crossings) lead to dangerous, unsafe conditions for people + autos.

2) It would have negative environmental impacts:
too much noise for people + animals

3) There will be huge disruptions of traffic patterns.

4) It will take more time (or not a lot of time saving) for people to go from Miami to the entertainment center of Orlando via high speed train than it does by car or airplane.

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DOES ANYONE REALLY BELIEVE THAT THE PROTESTS OF THE PEOPLE WILL MEAN EVEN TWO CENTS? ① 0/3

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Comments:

1) ONE REP AT THIS FUNCTION, WHEN RESPONDING TO THE INCREASED TRAFFIC (FREIGHT & PASSENGER) SAID THEY COULD RUN MORE TRAINS RIGHT NOW WITHOUT THE PROJECT. BASICALLY, THIS IS LIKE SAYING "TOUGH ON YOU, WE'LL DO WHAT WE WANT." IT ALSO SAYS THE PEOPLE CANNOT STOP AAF.

2) A POSTER STATING THAT TRAIN WILL BE SUSTAINABLE WITH PASSENGERS IS AN AFFRONT TO PEOPLE BEING IMPACTED. WHERE IS THERE A PROFITABLE, NON-SUBSIDIZED PASSENGER TRAIN SYSTEM?

3) NO ONE IS REALLY PROJECTING THE LONG TERM IMPACT ON COMMUNITIES ALONG ~~THIS~~ THE SHORE. IT WILL GROW (PRIMARILY FREIGHT) & MAKE CROSSINGS EXTENSIVELY DANGEROUS & INTERRUPTIVE. THERE IS NO SUCH THING AS AN INVISIBLE, SILENT TRAIN.

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Comments:

4) MAINTENANCE WILL BE A MAJOR ISSUE & COULD SIGNIFICANTLY TOWNS WITH TRAFFIC DISRUPTION, COSTS THAT AAF SAYS WON'T BE THERE PLUS THE DELAYS IN GETTING REPAIRS COMPLETED.

5) AAF IS PAYING FOR THE STUDIES BUT ACCORDING TO A "PRESS JOURNAL", ARTICLE, PERSONS, COMPANIES AND/OR STUDY PARTICIPANTS ARE CLOSE TO OR PART OF AAF OR AFFILIATES. SOUNDS LIKE A "STACKED DECK". CORPORATE CORRUPTION?

6) IT IS DOUBTFUL THAT POLLUTION WILL BE REDUCED.

7) REPRESENTATIVES, A FEW, POINTED OUT THAT USING SOME TRACK ALTERNATIVES WOULD MEAN AAF WOULD REQUIRE PAYMENTS.

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3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available

(3) 0/3

31
3 B on BACK

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

(8) IT IS OBVIOUS THAT AAF IS PRIMARILY INTERESTED IN FUTURE FREIGHT TRAFFIC + REAL ESTATE VALUES WHICH WOULD ACCRUE FROM THE WIDENING OF THE PANAMA CANAL + PORTS IN FLORIDA.

(9) IF AAF BUILT TRACKS IN STRAIGHTER LINES BETWEEN ORLAND + MIAMI, FL + WPB, THEY COULD MOVE FREIGHT VS THE UPSIDE DOWN "L" (4.) IT MIGHT COST MORE BUT THIS IS "LONG TERM" PASSENGER TRAFFIC JUST CAN'T DO IT.

NOTE: THE SLOPPY WRITING IS BECAUSE OF THE FRUSTRATION + ANGER THAT THIS IS A DONE DEAL. THE GOVERNOR SAYS THIS IS A PRIVATE ISSUE BUT SHOULD TAKE OFF HIS BLINDERS. THIS IS AN ISSUE BEYOND BUSINESS. IT'S THE VERY LIFESTYLES + PEACEFUL ENJOYMENT OF THEIR LIVES IN FL.

If you need additional space, please attach a second sheet to this page

OVER →

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Optional Personal Information:

Name	SORRY, BIG BROTHER &
Address	CORP DOLLARS ONLY WILL INFLUENCE THIS.
email	Please provide your email address if you would like to receive notification when the FEIS is available

THIS WHOLE PROCESS ~~[illegible]~~ SHOULD BE HELD UP FOR ANOTHER YEAR & CONSIDERATION

IT CAME OUT OF THE BLUE LIKE A SURPRISE MUDSLIDE ONLY THE ~~[illegible]~~ MUD IS MORE LIKE SOMETHING FROM A SEPTIC TANK.

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Comments:

MARINE SAFETY.

REGARDING THE ADDITIONAL BRIDGE CLOSINGS THAT WILL OCCUR, IT IS PREPOSTEROUS TO STATE THAT THERE WILL BE LITTLE OR NO IMPACT ON COMMERCIAL AND PRIVATE BOATERS. THE RAILROAD BRIDGE SITUATED BY THE ROOSEVELT BRIDGE IS ALREADY IN A DELAPIDATED STATE. ADDING THE PROPOSED TRAIN LOADS WILL BE SIMPLY DANGEROUS. FURTHERMORE AND MOST IMPORTANTLY THE HOLDING/WAITING AREA NEAR THE ROOSEVELT BRIDGE IS ALREADY EXTREMELY RESTRICTED. WHEN BOTH BRIDGES ARE CLOSED, IT IS ALREADY PRECARIOUS TO WAIT FOR THE

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Comments:

BRIDGES TO OPEN (WAIT TIME APPROX 20 MINS).
WITH 50+ NEW PASSENGER TRAINS A DAY,
THE OPENINGS WILL BE INCESSANT.
WILL THE TRAIN SCHEDUCES OPERATE
AROUND BRIDGE CLOSINGS, OR
VICE VERSA?
HOW WILL THE ENVIROMENTAL
IMPACT OF THE WAITING / HOLDING
BOATS BE HANDLED? HAS THE
EXTRA AMOUNT OF DIESEL FUMES
BEEN MEASURED?
GIVEN THE MARINE SAFETY ISSUES,
AND THE SAFETY ISSUES FROM
POSSIBLE TRAIN DERAILINGS IN
DENSELY POPULATED AREAS PLUS THE
NEGATIVE REAL ESTATE IMPACT, THE
TRAIN NEEDS TO GO THROUGH THE
CENTER, UNPOPULATED AREA OF FLORIDA.

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Comments:

I AM COMPLETELY AGAINST THE ALL ABOARD PASSENGER RAIL PROJECT FROM A SAFETY, AN ECONOMIC AND LACK OF BENEFIT VIEW POINT !!!

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Comments:

The draft EIS study for All Aboard Florida fails to address the impact of combined passenger and freight traffic. AAF's sister company, Florida East Coast Railroad, is a freight line and will benefit from the added rail capacity created by the DOT loan to AAF, if granted. With the widening of the Panama Canal in 2016, FECR could greatly expand its current level of 20 trains per day and, with AAF's HS Passenger Rail this could result in much greater delays and safety hazards in the coastal communities affected. The EIS statement does not adequately reflect that possible situation. To the best of my knowledge this will be the only HS Passenger Rail which shares its tracks with a major freight line.

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11/6/14

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PAB's
FL Dev Fin Corp

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Comments:

This comment is to inform you that we are against this Passenger Rail Project. This will have a negative effect on us and all the people in Martin County that live on the East Coast! We will not benefit from this project whatsoever! This would be very destructive to our community, our way of life, and the value of our property! PLEASE - PLEASE disallow this to happen.

A Very Concerned Resident

This will also increase the possibility of sink-holes in our area!!

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Comments:

1. I need more information on the 237 High Risk Environmental conditions identified in the EIS

2. The greatly increased waiting time at grade crossing for the many trains will seriously impact response time and access to medical facilities in case of emergencies (This is very serious!!)

3. The many trains and freight trains planned will not only cause major congestion at grade crossings but will seriously impact quality of life for nearby residents, including noise of whistles when semaphores go down.

4. The integrity of railroad bridges is of serious concern as some of them were built almost 100 years ago. Also, it is obvious that with the many freight and passenger trains planned the current times when bridges are up cannot possibly be maintained (longer freight trains, late trains) making it impossible to schedule "up times" for passing boats Boating on Florida's intercoastal water key to tourism

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Comments:

1) delay to get Jupiter Hospital

2) speed dangerous

3) long frequent trains delay traffic

4)bridges are compromised

5) GOVT SHOULD NOT FUND PRIVATE ENTERPRISE

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Comments:

The quality of life will be changed forever. Most people choose to live here due to the natural beauty that lies within Martin County. I understand that progress is hard to stop but we live here for the peace and quiet. I believe that this is driven due to the Panama Canal, also given the fact that the Florida Dept. of Transportation wants less traffic thru downtown Miami, I-95 and the Florida Turnpike. No train that runs in this country opperates with a profit. Why do we think this one will. Since this will bring more jobs to Florida that is a good thing. You could bring more jobs if the train took a westerly route instead of the proprosed route. I live on the St. Lucie river directly across from The train bridge. During the day I watch boats backed up due to train traffic now how is it going to be whe we add another 32 per day in addition to the freight trains which are said to going from 14 per day to 20??

There must be some comprimise that is a win for all concerned.

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Comments:

While it seems logical that the introduction of additional train service would likewise increase the number of trains, that seems irrational, ill advised, and illogical is the sheer number of trains planned. 54 trains passing thru Stuart and like communities will be destructive beyond repair. This volume of train traffic will destroy this town, will destroy property values, and will cost untold numbers of jobs in the area. Boating west of the Roosevelt draw bridge will cease except for the small boats. Marinas will suffer.

Concern is also for school busses crossing the tracks, emergency vehicles crossing, police crossing, etc. While it has been stated that we who are exposed to the All Aboard traffic are misinformed, it seems to many of us, that we are deliberately being deceived and misled. How can 54 trains (more than 2/hr, each and every hour) be of benefit to Stuart and the entire East coast of Florida?

If you need additional space, please attach a second sheet to this page

Find a different location for All Aboard!!

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Comments:

RISKS OUTWEIGH ANY BENEFIT FOR A PASSENGER TRAIN TO PASS THRU DOWNTOWN STUART. WHETHER IT BE IN THE WATER OR TO THE HOSPITAL, THIS IS SUCH A NO-BRAINER THAT IT IS RIDICULOUS IT HAS GOTTEN TO THE POINT OF PETITION. OBVIOUSLY POLITICS AND MONEY HAVE EVERYTHING TO DO WITH THIS AND THE GOOD OF A COMMUNITY MEANS NOTHING. ITS EMBARRASSING TO HAVE MOVED MY FAMILY HERE. NOT ALL STATES IGNORE THE VOICE OF THEIR RESIDENTS LIKE FLORIDA DOES. THE POWERFUL SOMEHOW GET TAX PAYERS TO FUND PROJECTS LIKE THIS AND THE COMMUNITY BECOMES MORE TRANSIENT. I MOVED FROM A 100 ACRE PROPERTY IN NEW YORK THAT THEY TRIED TO DO THE SAME TYPE OF RAIL USAGE. IT WAS OVER AND DONE WITH EFFICIENTLY. ITS INTERESTING TO GO

If you need additional space, please attach a second sheet to this page

THRU IT AGAIN. FORTUNATELY I KEPT 10 ACRES AND MOVING BACK IS LOOKING BETTER AND BETTER. I'VE LIVED IN MANY STATES BUT NONE SO TRULY ~~[illegible]~~ INEFFICIENT AS FLORIDA.

11-18-14

My comment.....

You know there is an Amtrac passenger service (federally funded) from Miami to Orlando that is finding it hard to make a profit due to ridership. If that is split between two trains the loans fall back on the taxpayers.....

The Carbon Footprint? Cars have pollution control, diesel locomotives do not. The freight trains that are proposed all day and all night will be spewing soot. I know about this. I have to clean off the furniture on my porch every day. This is just with 8 frieght Trains a day now.

Our Hospital is on the East side of the tracks. LIVES WILL BE LOST....THERE WILL BE CLASS ACTION SUITS AGAINST THE RAILROAD How long before the line is closed. By then the Hedge Fund will have already built multi million dollar Commercial Malls at the Terminals. Again, the tax payers get stuck with the loans. This is just a greedy take over of taxpayer money.

This whole project will ruin all the small towns along the coast because the railroad and it's soot runs through the towns, cutting the towns in two pieces. Tourism will take a big loss. Real Estate Values will go down. A way of life that we (the millions of people along the coast have enjoyed will be gone.

I run a business near the tracks. The vibrations are affecting my building now..I wll not be able to survive if this happens. How could our government let this happen? This is a tragedy of major proportions.

I don't feel I can NOT put my name on this....too afraid.....WHAT A SHAME.....
I FEEL THE GOVERNMENT. IS NOT FOR THE PEOPLE BY THE PEOPLE IT IS FOR BIG BUSINESS ONLY.

Please do not give the loan

ABORT ALL ABOARD
FLORIDA

Destructive, Deadly + Deplorable -

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Comments:

- There is no schematic/2. review showing the negative environmental impact of autos idling an additional 32 times a day at the 30 at grade crossings in Vero Beach/Indian River County. This is a negative health impact along the Ft. L/Old Dixie corridor in this area. Where are your numbers to document this? Also, the purported increase in freight trains as South Florida ports are enlarged will add immensely to this negative impact.

- The addition of 32 gate closings per day will add at least a minute 32 times a day to the length of a trip for any emergency vehicle negatively affecting all emergency response times. At least one location, but obviously several would be better, should not be at grade to prevent delays of emergency vehicles. Lives are at stake.

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Optional Personal Information:

Name	
Address	
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Please do not let them RAPE our coast with these trains! They are greed and money. It is NOT right nor good! STOP THEM NOW!

PLEASE!

t traffic.

Our town itself
suffer as this
k cuts it off from
ntown traffic and
HOSPITAL.

Please use
mon sense and
ke this private
deserve one track
EST of our town
ed waterway.

Respectfully Submitted,

Dear Sir.

I am writing to voice our concern here in Stuart, FLORIDA over a proposed high Speed train linking Miami to Orlando.

There is a one track draw bridge over our St. Lucie River... This increase in usage will dreadfully hinder

Indiantown Rd	Island Way to Central Boulevard	50,300 (D)	54,120 (F)	68,230 (F)	68,060 (F)
Indiantown Rd	Central Boulevard to Center Street	50,300 (D)	53,040 (E)	67,800 (F)	75,740 (F)
Indiantown Rd	Center Street to Military Trail	50,300 (D)	45,170 (D)	61,120 (F)	68,730 (F)
Indiantown Rd	Military Trail to Alternate A1A	50,300 (D)	41,730 (D)	52,670 (E)	61,010 (F)
Indiantown Rd	Alternate A1A to US 1	50,300 (D)	28,520 (C)	40,840 (D)	52,100 (E)
Military Trail	Frederick Small Rd to Donald Ross Rd	50,300 (D)	34,690 (C)	46,010 (D)	54,070 (F)
Old Dixie Hwy	Toney Penna Dr to Jupiter Lakes Blvd	9,100 (D)	5,300 (B)	9,270 (D)	11,650 (F)
Toney Penna Dr	Central Boulevard to Maplewood Drive	11,000 (C)	8,860 (C)	11,680 (D)	14,210 (E)
Toney Penna Dr	Maplewood Drive to Military Trail	11,100 (C)	11,830 (D)	14,850 (E)	17,990 (F)
Toney Penna Dr	Military Trail to Alternate A1A	9,600 (C)	9,250 (C)	12,900 (F)	14,350 (F)
US 1	Ocean Blvd (A1A) to Indiantown Road	33,200 (D)	20,680 (C)	26,060 (D)	36,623 (F)
US 1	Indiantown Road to Marcinski Road	33,200 (D)	24,390 (C)	29,470 (D)	36,610 (F)
US1	Marcinski Road to Donald Ross Road	33,200 (D)	27,700 (D)	31,780 (D)	39,150 (F)

Staff notes that 16 of the 25 roadway links above were also projected to not meet the adopted daily LOS standards in 2030 as shown in the currently adopted Table 7 (see Exhibit 1). The additional nine roadway links (highlighted in yellow) were proposed to meet adopted LOS standards in 2030, but are now projected not to meet the adopted daily LOS standards in 2035, as noted below:

- Central Boulevard (two roadway links north of Indiantown Road) – The current adopted LOS tables is based on an assumption that roadway capacity on Central Boulevard would be increased to four lanes on these two links by 2012. Palm Beach County removed the traffic improvement for increasing Central Boulevard to a 4-lane facility on these links from their Five-year Capital Improvement Plan. With the reduced capacity and approximately the same level of traffic volumes projected in 2020 and 2035 these segments will now not meet the adopted daily LOS standards.
- The remaining seven roadway links are proposed to not meet the adopted daily LOS standards in 2035 due to major committed and future anticipated development projects such as Hawkeye, Inlet Village and transit-oriented redevelopments on Toney Penna Drive, as further explained in the *Long Range Model Methodology* section (page 2) of Attachment A. Some of the development projects listed in the model methodology had not yet been proposed when the LOS tables were last updated in 2008. However, staff notes that these properties were assigned with more general trip generation assumptions in the 2008 update.

The next step to further address the impacts of the Indiantown Road Corridor roadway links projected to not meet the adopted daily LOS standards in 2020 and 2035 is to provide an update to the Jupiter Area Study (JAS). Specifically, providing an analysis of the critical intersections along the corridor based on the traffic counts contained in the subject LOS table text amendments. The Town Traffic Engineer is currently compiling data and analysis to update the JAS and anticipates having intersection analysis updates for the Island Way and Central Boulevard intersections along Indiantown Road available for the subject Comprehensive Plan amendments Town Council transmittal hearing on June 17, 2014. The complete update to the JAS will be available in the near future.

TWO-WAY PEAK HOUR

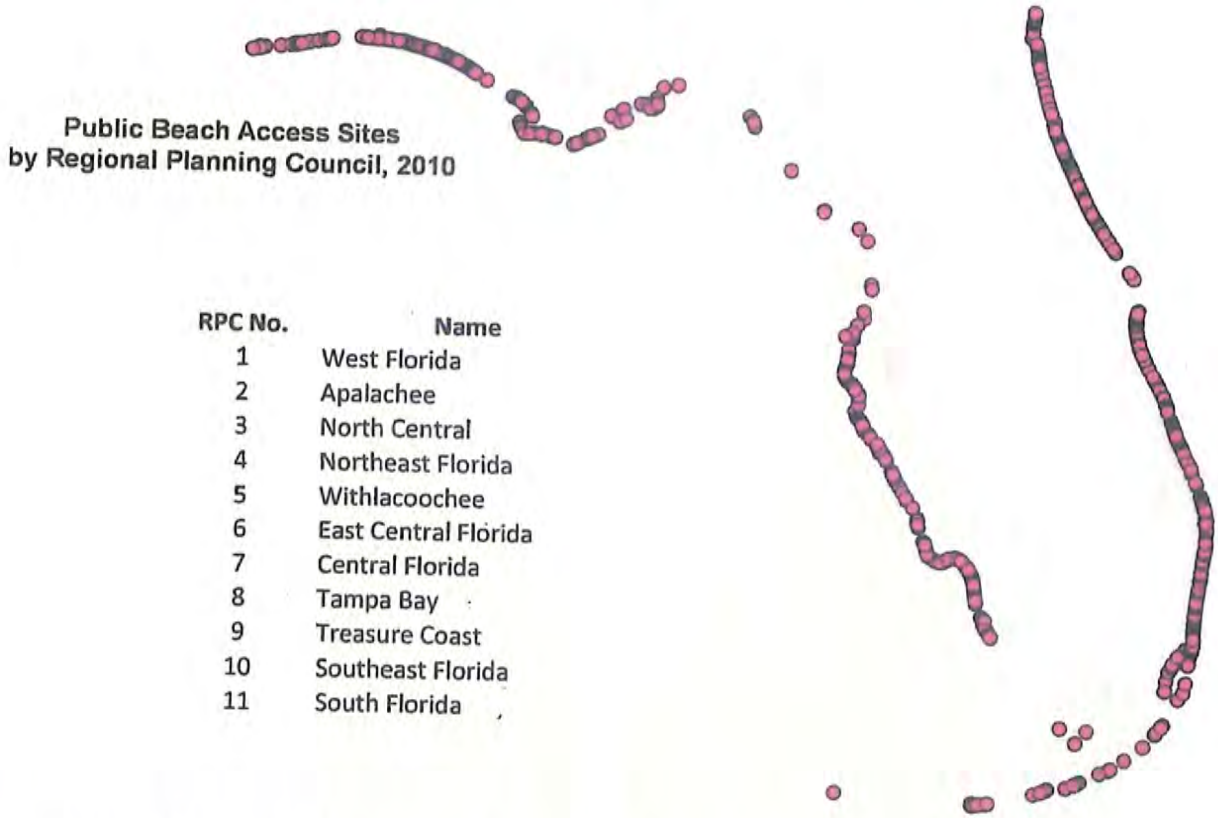
Roadway	Link	Adopted 2-Way Peak Hour LOS Trips	2013 Trip Volume (LOS)	2020 Trip Volume (LOS)	2035 Trip Volume (LOS)
A1A	US 1 to Jupiter Beach Road (Rd)	1,480 (D)	710 (C)	1,040 (D)	1,880 (F)

Exhibit 1

Jet - Image Other Side All others - Image This Side Ink Jet - Image Other Side All others - Image This Side Ink Jet - Image Other Side All others - Image This Side Ink Jet - Image C

Exhibit 2

Figure 5-1
Public access points along the Gulf of Mexico shoreline and Florida Keys



According to DEP Division of Recreation and Parks data from the Statewide Comprehensive Outdoor Recreation Plan (SCORP) 2000 and Outdoor Recreation Planning (ORP) Inventory, October 2010, the total number of saltwater beach access points decreased 3.3% from 1,883 to 1,820 statewide between 1998 and 2010 (Table 5-3).

Table 5-3
Number of Saltwater Beach Access Points in 1998 and 2010

Resource	Unit	1998	2010	Percent Change
Saltwater Beaches	Number of Beach Access Points	1,883	1,820	-3.3

Source: SCORP 2000 and ORP Inventory, October 2010

When the access points are categorized by management agency (Figure 5-2), the majority of the loss is found in the state and non-governmental beach access points (-25.7% and -18.1%, respectively). Non-governmental beaches, which include commercial, club, non-profit, and special district shoreline, decreased by 40 access points from 221 to 181. Municipal beaches represent the greatest source of public access to sandy saltwater shoreline, accounting for 54% of the total number of coastal shore access points (976) in 2010. County beaches represent 30% of beach

4.5% per year, with the majority of counties experiencing less than 3% annual increases in recreational boating registrations. A small number of counties have seen high or very high increases in numbers of vessels from 2000 to 2009 (greater than 4.5% per year equivalent), which may suggest the need for additional facilities to support greater boating usage of waterways in those areas.

Figure 5-19

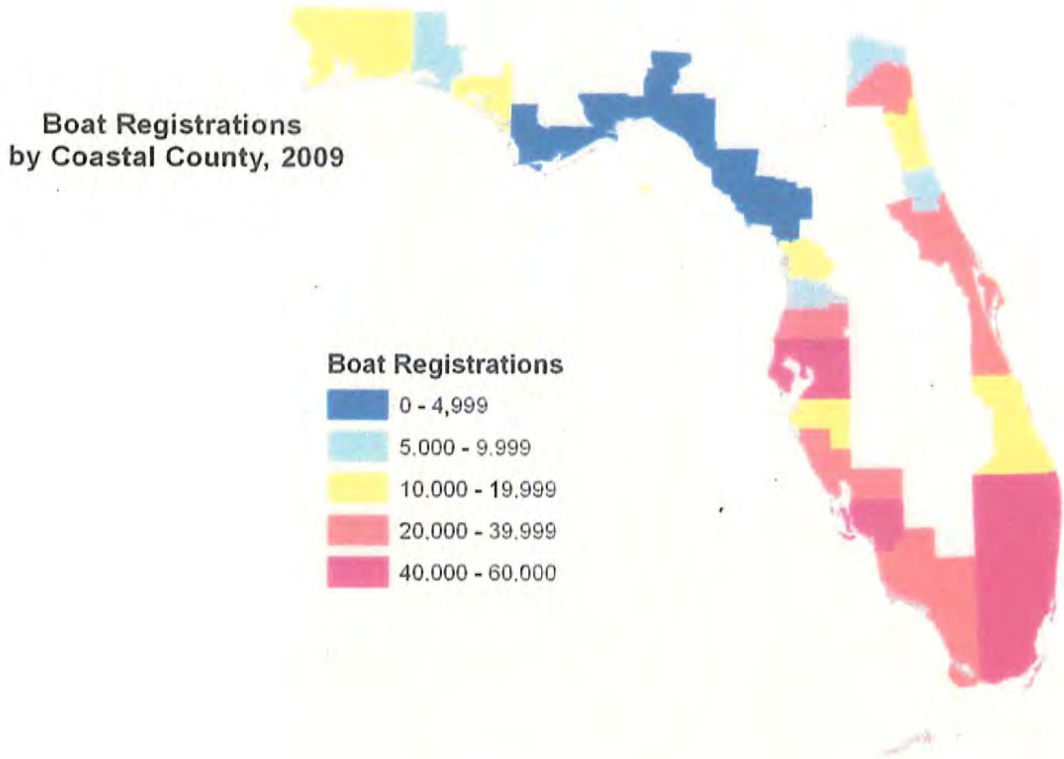


Exhibit 3

All others - Image This Side Ink Jet - Image Other Side All others - Image This Side Ink Jet - Image Other Side All others - Image This Side Ink Jet - Image Other Side All others - Ir

8800 FREIGHT TRAIN: STOPS FROM BEDIE

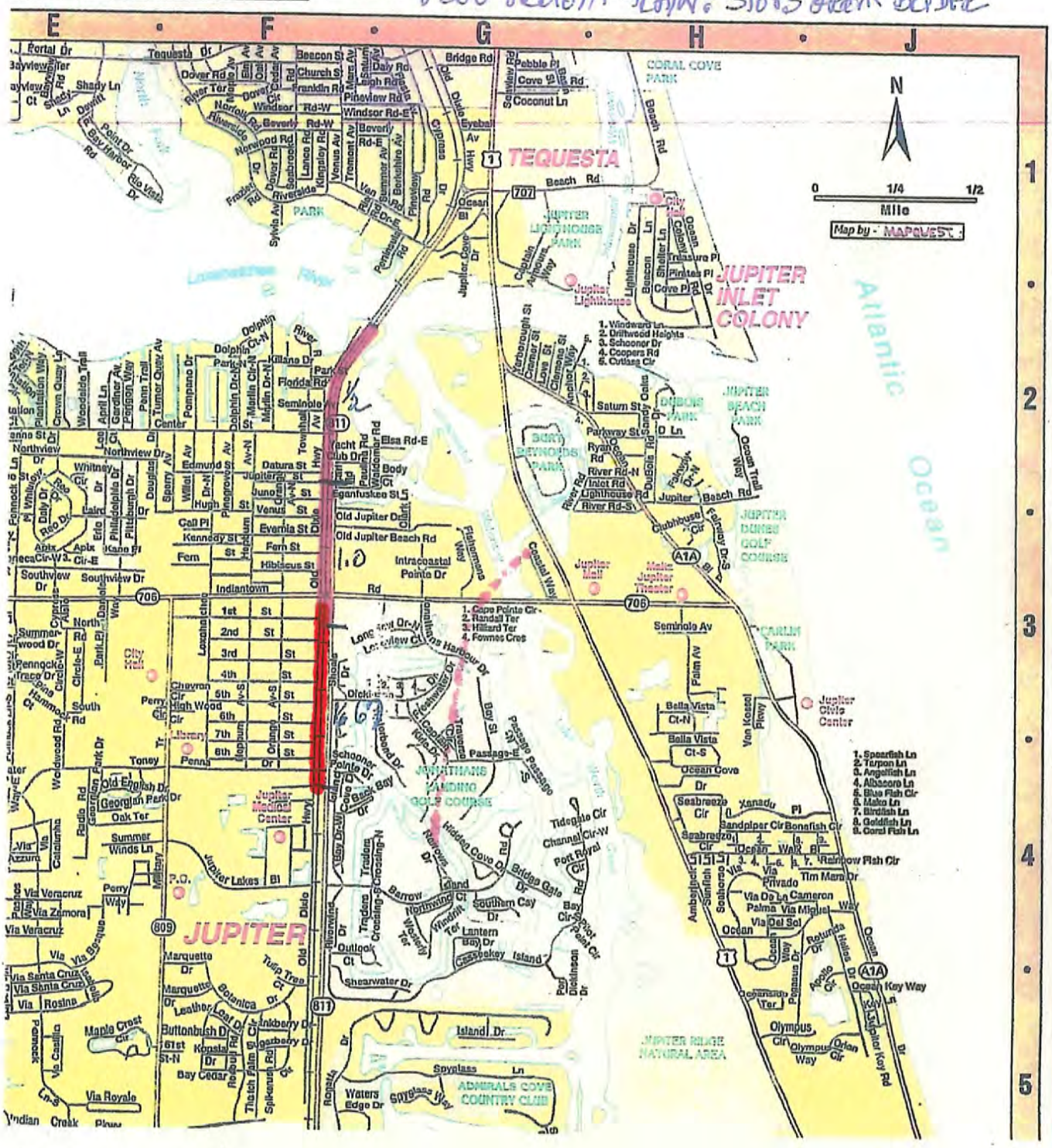


Exhibit 4

This Side Ink Jet - Image Other Side All others - Image This Side Ink Jet - Image Other Side All others - Image This Side Ink Jet - Image Other Side All others - Image This Side

Exhibit 5

JUPITER DEVELOPMENT

PUD	STRIP MALL
Jonathans Landing	The Shoppes at JL
Admirals Cove	Three Palms
	Admirals Crossing
Intracoastal Pointe	I.P. Plaza
	Fisherman's Wharf
Frenchmans Reserve	Frenchman's Crosssing
Frenchmans Creek	
Trump Ritx Carleton	
The Bear Club	
The Bluffs	
Ocean Grande	
Olympus	Driftwood Plaza
Ocean Bluffs	
Sandpiper	
Jupiter Yacht Club	Shops at JYC
Mangrove Bay	Concord Village Square
Jupiter by the Sea	Seagrape Square
Ocean Walk	Harborside
Ocean Crest	Jupiter Square
Jupiter Dunes	The Shoppes at Jupiter
Xanadu	Reynolds Plaza

Exhibit 6

Gentlemen,

I live in a senior community with 700 units. We now hear trains during the nite, and we're awakened from a sound sleep a few times a nite. We need our sleep like all beings!

Now, there's a threat of high speed passenger service with many trains (52, I believe) disrupting our emergency vehicles, auto traffic, boats - with continued annoying ~~fel~~ vibrations to our homes.

None of us are in favor of this rail service and wish it to be stopped - Please!!

I can go thru neighborhood and get thousands of names against the trains if it will help. — Pauline

TO: FEDERAL RAIROAD ADMINISTRATION
FROM: JO K. PULVERMACHER
RE: CRITIQUE OF DEIS ALL ABOARD FLORIDA PROJECT

Evaluation of traffic impacts was highly selective; automobiles traveling a 40mph and using gasoline were studied. No trucks using diesel were included. Idling of vehicles was also ignored. The actual length of a freight train has also been highly confusing. To wit: 8800'or 1.6 miles (EAS), 8150'or 1.54miles (DEIS), 11,000' or 2.08miles to14,000'or 2.65miles (Congressional office). The actual freight speed is equally confusing: somewhere between 30mph (EAS P. 114) and 54.3mph (DEIS App.3.3C, p3-13). It is noted, in footnotes (Ibid. P.3-13) that the **applicant supplied the critPeria used.**

Furthermore, an FDOT study **with no date** of Northlake Blvd. @ 811 indicates AADT 40,000 (p. 3-1); Palm Beach County, Traffic Division, Historic Traffic Growth Table, **dated** 1-4-2013, indicates daily traffic at 42,618. Therefore, the queue lengths and delay times indicated are unreliable because they are based on fallacious criteria.

For the most part, the DEIS chose to ignore **growth**, especially in the area of increased traffic at crossings from an increase in the census (Exhibit 1) and the addition of Tri Rail service, and , thus, seriously impeding access to the waterfront. In Jupiter, Indiantown Road and Donald Ross Road are the **only** direct routes to the waterfront from the interior. They both have drawbridges, opening every hour on the half hour. The FEIS must study the **combined impacts** of these openings with the closings of the rail crossings including Tri Rail for emissions and compliance with the Coastal Zone Management Act (CZMA). Our waterfronts mean a great deal to us: our life style and our economy depend on them. (Exhibit 2 and 3).Many public facilities would have impaired access: Coral Cove Park, Burt Reynolds Park, Dubois Park, Jupiter Dunes Golf Course, Carlin Park, Radnor/Diamond-head Park, and Ocean Cay Park.

And finally, the issue of **emergency service delivery.** Many residential developments are located **east** of the tracks; the emergency responders are located **west** of the tracks. At a recent meeting at Jupiter Medical Center, an emergency room physician held up a stop watch for 7 seconds, telling us that that was all the time he had to save a patient in cardiac arrest. The arterials serving Jupiter Medical are seriously impacted by rail traffic: Indiantown Road, Toney Penna Drive, and Military Trail. Therefore, the 7 second threshold cannot be met and the impact is tragic.

The FEIS must correct the above, concentrating on Indiantown Road, Donald Ross Road, Military Trail, and Toney Penna Drive. The community needs to know how its emergency needs are to be met; the **real** length and speed of trains; the length of the queue and the cumulative , future number of vehicles in that queue and the emissions of those vehicles based on an **accurate** delay time; and finally, the public access to our waterfronts and CZMA compliance, given the problems on Indiantown Road and Donald Ross Road.

The Loxahatchee River Bridge presents a unique problem for the Jupiter-Tequesta community. It is historic, spanning one of the most beautiful waterways in the US. Nearby on the Jupiter Inlet is the Jupiter Lighthouse, also historic, and the charming Jupiter Inlet Colony. This whole area has been a major attraction and a local treasure for residents, boaters, and visitors for many years.

Its 19 minute closure time , 36 times a day (16 passenger, 20 freight northbound)), will block many important arterials for **11.4 hours per day.**. (Exhibits 4 and 5). Emergency, economic, and public access impacts have been described previously. The Village of Tequesta will experience blockage of Riverside Drive, Beach Drive, and Tequesta Drive when these trains return southbound.

It is vital that the FEIS address **in depth** what "rehabilitate" means; costs, benefits, the applicant's contribution, and the validity of the plan. The Community would insist on all relevant State and Federal agencies being part of the process and public hearings and meetings be held to inform all interested parties.

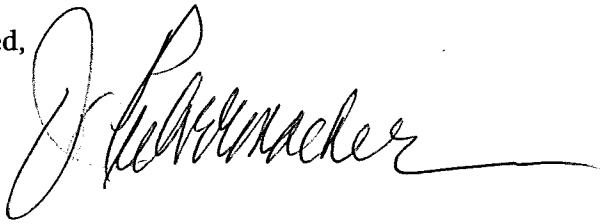
Jupiter development, begun in the 1970's, has proceeded apace with the planned unit development (PUD) modality, best described as cluster housing around an open space greenbelt. The greenbelt becomes a golf course, tennis facilities, swimming facilities, natural areas, ponds, country clubs, exercise facilities, marinas, etc. Many PUDs include religious facilities as well: Jupiter First, St. Peter's Church, Grace Emanuel Church, and Temple Beth Am.

The commercial version of the PUD is the strip **mall** (shopping center, plaza). Almost all the commercial and office development in Jupiter (and most other towns in the North-South Corridor) are of this ilk. Therefore, there is no **central business district** (CBD), or Main Street, as exists in older American communities. As residents (full or part- time) we market, shop, see doctors, exercise, buy and repair cars, buy and repair boats,dine, bowl, clean clothes, cut hair and nails, deal with government, and pray **in strip malls.**(Exhibit 6).

The only way to get from the PUD you live in to the strip mall you shop, work, or pray in is in your automobile. As a result of this type of development, **there is no way that traffic will ever decrease.** Strip malls have exploded all over the landscape, making it impossible to service them by bus. Thus, any project, inhibiting and disturbing the arterials by which we survive, live and work, portends disaster, economically, socially, and psychologically.

It is hoped that the FRA denies the loan to FECI and shifts the route further west where it is less populated. It might also be a better idea to shift shipping from Fort Lauderdale and Miami to Jacksonville.

Respectfully submitted,



TO: FEDERAL RAIROAD ADMINISTRATION
FROM: JO K. PULVERMACHER
RE: CRITIQUE OF DEIS ALL ABOARD FLORIDA PROJECT

Evaluation of traffic impacts was highly selective; automobiles traveling a 40mph and using gasoline were studied. No trucks using diesel were included. Idling of vehicles was also ignored. The actual length of a freight train has also been highly confusing. To wit: 8800'or 1.6 miles (EAS), 8150'or 1.54miles (DEIS), 11,000' or 2.08miles to14,000'or 2.65miles (Congressional office). The actual freight speed is equally confusing: somewhere between 30mph (EAS P. 114) and 54.3mph (DEIS App.3.3C, p3-13). It is noted, in footnotes (Ibid. P.3-13) that the **applicant supplied the critPeria used.**

Furthermore, an FDOT study **with no date** of Northlake Blvd. @ 811 indicates AADT 40,000 (p. 3-1); Palm Beach County, Traffic Division, Historic Traffic Growth Table, **dated** 1-4-2013, indicates daily traffic at 42,618. Therefore, the queue lengths and delay times indicated are unreliable because they are based on fallacious criteria.

For the most part, the DEIS chose to ignore **growth**, especially in the area of increased traffic at crossings from an increase in the census (Exhibit 1) and the addition of Tri Rail service, and , thus, seriously impeding access to the waterfront. In Jupiter, Indiantown Road and Donald Ross Road are the **only** direct routes to the waterfront from the interior. They both have drawbridges, opening every hour on the half hour. The FEIS must study the **combined impacts** of these openings with the closings of the rail crossings including Tri Rail for emissions and compliance with the Coastal Zone Management Act (CZMA). Our waterfronts mean a great deal to us: our life style and our economy depend on them. (Exhibit 2 and 3).Many public facilities would have impaired access: Coral Cove Park, Burt Reynolds Park, Dubois Park, Jupiter Dunes Golf Course, Carlin Park, Radnor/Diamond-head Park, and Ocean Cay Park.

And finally, the issue of **emergency service delivery.** Many residential developments are located **east** of the tracks; the emergency responders are located **west** of the tracks. At a recent meeting at Jupiter Medical Center, an emergency room physician held up a stop watch for 7 seconds, telling us that that was all the time he had to save a patient in cardiac arrest. The arterials serving Jupiter Medical are seriously impacted by rail traffic: Indiantown Road, Toney Penna Drive, and Military Trail. Therefore, the 7 second threshold cannot be met and the impact is tragic.

The FEIS must correct the above, concentrating on Indiantown Road, Donald Ross Road, Military Trail, and Toney Penna Drive. The community needs to know how its emergency needs are to be met; the **real** length and speed of trains; the length of the queue and the cumulative , future number of vehicles in that queue and the emissions of those vehicles based on an **accurate** delay time; and finally, the public access to our waterfronts and CZMA compliance, given the problems on Indiantown Road and Donald Ross Road.

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It is vital that the FEIS address **in depth** what "rehabilitate" means; costs, benefits, the applicant's contribution, and the validity of the plan. The Community would insist **on** all relevant State and Federal agencies being part of the process and public hearings and meetings be held to inform all interested parties.

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It is hoped that the FRA denies the loan to FECI and shifts the route further west where it is less populated. It might also be a better idea to shift shipping from Fort Lauderdale and Miami to Jacksonville.

Respectfully submitted,

November 28, 2014

Mr. John Winkle
Federal Railroad Administrtion
1200 New Jersey Avenue
Washington, D.C.
20590

Dear Mr. Winkle:

I am writing along with many others to voice my vehement opposition to the railroad plan along the Treasure Coast corridor for a variety of reasons:

1. Cost for what appears to be a questionable need
2. A very complicated and expensive process involving construction of tressle bridges etc. when there is already an existing line west of Vero Beach
3. Safety and accessibility for emergency vehicles needing access to the Indian River Medical Center across the site and east of the proposed railroad bed
4. Major disturbance to a specifically chosen tranquil quality of life for Vero Beach residents and businesses given projected daily uses for recreation and business purposes
5. Projected negative effect on real estate values and disruption to local business activity

I trust these considerations and concerns will be weighed along with many others opposing this project.

Sincerely,

Laura Shucart

Laura Shucart
Resident, Orchid Island

GRAY, ACKERMAN & HAINES, P.A.

BRYCE W. ACKERMAN*
STEVEN H. GRAY
TIM HAINES

** Board Certified in Civil Trial Law & Business Litigation*

ATTORNEYS AT LAW
125 NE FIRST AVENUE, SUITE 1
OCALA, FLORIDA 34470-6675
352-732-8121
FAX 352-368-2183
e-mail: SGRAY@GAHLAW.COM

November 7, 2014

VIA E-MAIL; FEDERAL EXPRESS; & U.S. MAIL:
andrew.w.phillips@usace.army.mil
U.S. Army Corps of Engineers
Attn: District Engineer
Cocoa Permits Section
Attn: Andrew Phillips
400 High Point Drive, Suite 600
Cocoa, FL 32926

Re: **Bal Bay Realty, Ltd.**
USACOA Public Notice
File No.: SAJ-2012-01564(sp-awp)
Applicant: All Aboard Florida – Operations, LLC
Notice Posted: 10-7-2014
Our File No: 04-2095

Gentlemen:

This Firm represents Bal Bay Realty, Ltd., a Florida limited partnership ("Bal Bay"), the owner of real property located in Orange County, Florida (Tax Parcel Nos. 24-23-30-8987-10-000; 25-23-30-8986-00-650; 19-23-31-0000-00-001; 19-23-31-0000-00-017; and 19-23-31-0000-00-018). The Bal Bay property is on the planned route of the AAF project referenced above. The purpose of this letter is to present to the Corps of Engineers Bal Bay's comments regarding the AAF Permit Application, and the objections of Bal Bay to issuance of the Permit.

In the course of review of this matter Bal Bay, working in conjunction with another impacted property owner (Carlsbad Orlando, LLC) retained the engineering firm of Donald W. McIntosh Associates, Inc. to review the AAF Application, and the AAF draft Environmental Impact Statement (DEIS) dated 2014, and appendices report. Enclosed with this letter, and incorporated into the terms of this letter, is a copy of a Memorandum dated September 30, 2014 from Don McIntosh and John Florio of McIntosh Associates, to Rob Yeager. Generally, the comments in the Carlsbad Memorandum regarding the adverse impact on the Carlsbad property are also applicable to Bal Bay's property. In addition, the loss of visibility and obstruction to the Beachline highway that would occur as a result of the construction of the AAF project severely and adversely impacts the value of the Bal Bay property, which currently holds entitlements approved by the City of Orlando for development of the property as a retail center and commercial development.

Very truly yours,

Steven H. Gray
For the Firm

SHG:ad
Enc.: Memorandum
cc (via email & U.S. Mail):
Mr. John Winkle, AAF_comments@vhb.com
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

Y:\shg\FILES\Carlsbad Orlando #04-2095\All Aboard FL Op - Right of Entry Agt\US Army Corps Eng ltr 11-7-14 (2).docx

DONALD W. MCINTOSH
ASSOCIATES, INC.

Memorandum

Date: November 7, 2014

To: Rob Yeager

CC: Don McIntosh
John Florio

From: Jeff Newton

Subject: Carlsbad Orlando Property (aka Starwood)
All Aboard Florida Draft Environmental Impact Statement

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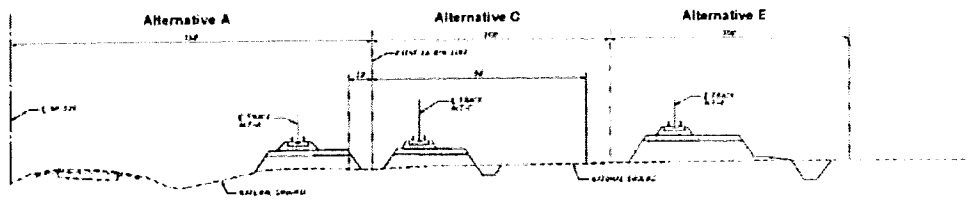
As requested in your recent conversation with Don McIntosh, we have reviewed the All Aboard Florida (AAF) Draft Environmental Impact Statement (DEIS) dated September 2014 and specific appendices to that report, all as obtained from the Federal Railroad Administration website, as related to "Alternative A," "Alternative C" and "Alternative E" for the East-West Corridor extending from Orlando International Airport (MCO) to Cocoa. Our primary focus was on the 17.4 mile "OOCEA Segment" of the East-West Corridor extending from SR 417 to SR 520 and its potential impact on Starwood.



Typical Section, Alternatives A, C, & E
(Facing East)

Typical Section, Alignment Alternatives A, C, & E within OOCEA Section		
All Aboard Florida Intercity Passenger Rail Project		
NTS		3.2-5

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ASSOCIATES, INC.

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Alternative A

This alternative places the AAF rail "largely within" the south 60 feet of the existing SR 528 right-of-way.

- This alternative results in the greatest encroachment into the SR 528 right-of-way, **potentially interfering with the ultimate expansion of SR 528** to an 8-lane facility, and **may limit future regional multimodal transportation opportunities that have been discussed in the area.**
- An elevated (> 8 feet) section of rail corridor begins approximately 1,900 feet west of Turkey Creek and extends approximately 3.5 miles west to approximately 2,400 feet west of Starwood's eastern boundary, with extensive bridging over the existing interchange at ICP Boulevard and the future interchange at Innovation Way. An unusually long bridge span begins at ICP Boulevard and extends over the entire Innovation Way interchange including its southern ramps. The bridge crosses over the Innovation Way roadway, which is the second tier of the interchange, making the rail bridge the third tier of the interchange, potentially 40-50 feet above natural grade. This long section of significantly elevated rail and its unusually high bridge at Innovation Way could have **increased visual, noise and/or vibration impacts on the adjacent and surrounding lands, including the northeastern portion of Starwood.** Due to the height of the rail, opportunities to mitigate the adverse impacts to Starwood through the use of sound walls, landscaping, berms, etc. will be **very limited or non-existent**. There is no information in the DEIS that addresses planned mitigation of the above noted impacts, especially as related to planned residential development.
- While the remainder of the rail along the Starwood frontage runs "At Grade" (defined as less than or equal to 8 feet above natural grade), there may be some level of **visual, noise and/or vibration impacts within Starwood.**
- As you know, there are already drainage issues that exist along the SR 528 corridor that adversely impact Starwood. Any **additional adverse impact to the natural drainage patterns resulting from construction of the AAF rail will need to be addressed and/or mitigated**. At this level of study, no information was provided regarding accommodation of the existing drainage.
- The proposed rail remains within the existing SR 528 right-of-way from SR 520 to a point approximately 6,900 feet west of Starwood's eastern boundary, at which point **the rail corridor deflects into the Starwood property** to avoid the existing mainline toll plaza and continues to the west – both inside and outside of the irregular SR 528 right-of-way – until

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ASSOCIATES, INC.

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reaching the SR 417 interchange. **This alignment would require acquisition of land from Carlsbad Orlando.**

- The "At Grade" portion of the rail along the Starwood frontage **runs through two existing stormwater ponds** that accommodate SR 528 drainage with no apparent provision for new or expanded ponds to compensate for the diminished capacity. **Expansion, replacement or reconfiguration of the existing ponds could require acquisition of additional land from Carlsbad Orlando.**
- Construction of the proposed rail in the location represented by this alternative would almost certainly **preclude any potential for future direct access from Starwood to SR 528**, whether the constraint be physical or financial.

Alternative C

This alternative places the AAF rail and a maintenance access road largely within a 100-foot wide corridor, 10 feet of which is within the southern portion of the existing SR 528 right-of-way and 90 feet of which is outside of the existing right-of-way. The DEIS anticipates that CFX would acquire the additional lands outside of the existing right-of-way.

- This alternative encroaches into the SR 528 right-of-way, **potentially interfering with the ultimate expansion of SR 528** to an 8-lane facility, and **may limit future regional multimodal transportation opportunities that have been discussed in the area.**
- This alternative **requires acquisition of substantial lands from Carlsbad Orlando.**
- The 100-foot wide rail corridor runs contiguous with the SR 528 right-of-way to a point approximately 7,700 feet west of Starwood's east boundary, at which point the corridor **diverges to the south through the western portion of Starwood** in order to cross SR 417 south of the main body of the SR 417/SR 528 interchange.
- Due to the alignment of the rail corridor, **significant acreage within Starwood lying north of the corridor (roughly 90 acres) will be landlocked,** with no provision for access after construction of the rail.
- The rail corridor runs "At Grade" from just east of the future Innovation Way interchange to a point between the SR 528 mainline toll plaza and the SR 417 interchange, at which point the rail corridor elevates in order to cross over SR 417 and its associated interchange ramps. **The right-of-way associated with this elevated section increases from 100 feet to 380 feet wide.**
- Both the "At Grade" and elevated sections of rail corridor could result in **visual, noise and/or vibration impacts within Starwood.** As was the case

DONALD W. MCINTOSH
ASSOCIATES, INC.

with Alternative A, there is no information in the DEIS that addresses planned mitigation of these impacts, especially as related to planned residential development.

- As was the case with Alternative A, construction of the proposed rail in the location represented by Alternative C would almost certainly **preclude any potential for future direct access from Starwood to SR 528**, whether the constraint be physical or financial.

Alternative E

This alternative places the AAF rail and a maintenance access road largely within a corridor comprising the southern 100 feet of a 200-foot "Super Corridor" adjacent to the southerly right-of-way line of SR 528. The DEIS anticipates that CFX would acquire the additional lands outside of the existing right-of-way.

- Beyond the requirement for a 200-foot Super Corridor, the impacts on Starwood resulting from Alternative E are similar to those resulting from Alternative C.
- As was the case with Alternative C, this alternative **requires acquisition of substantial lands from Carlsbad Orlando**.
- The **200-foot wide Super Corridor** runs contiguous with the SR 528 right-of-way along the **entire northern boundary of Starwood**.
- As was the case with Alternative C, beginning approximately 7,700 feet west of Starwood's east boundary, the corridor **diverges to the south through the western portion of Starwood** in order to cross SR 417 south of the main body of the SR 417/SR 528 interchange.
- As was the case with Alternative C, due to the alignment of the rail corridor, **significant acreage within Starwood lying north of the corridor (roughly 90 acres) will be landlocked**, with no provision for access after construction of the rail.
- As was the case with Alternative C, the rail corridor runs "At Grade" from just east of the future Innovation Way interchange to a point between the SR 528 mainline toll plaza and the SR 417 interchange, at which point the rail corridor elevates in order to cross over SR 417 and its associated interchange ramps. **The right-of-way associated with this elevated section increases from 100 feet to 380 feet wide.**
- As was the case with both Alternative A and Alternative C, the "At Grade" and elevated sections of rail corridor could result in **visual, noise and/or vibration impacts within Starwood.**
- As was the case with both Alternative A and Alternative C, construction of the proposed rail in the location represented by Alternative E would almost certainly **preclude any potential for future direct access from Starwood to SR 528**, whether the constraint be physical or financial.

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ASSOCIATES, INC.

This memorandum is not based on an exhaustive review of the DEIS, but rather a focused review related to the "OOCEA Segments" of the alignment alternatives their potential impact on lands owned by Carlsbad Orlando, LLC. There are engineering implications to any alignment alternative that cannot be evaluated at this level of detail.

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CARLSBAD ORLANDO, LLC
125 NE First Avenue, Suite 1
Ocala, FL 34470

VIA E-MAIL; FEDERAL EXPRESS; & U.S. MAIL:

andrew.w.phillips@usace.army.mil
U.S. Army Corps of Engineers
Attn: District Engineer
Cocoa Permits Section
Attn: Andrew Phillips
400 High Point Drive, Suite 600
Cocoa, FL 32926

Re: USACOA Public Notice
File No.: SAJ-2012-01564(sp-awp)
Applicant: All Aboard Florida – Operations, LLC
Notice Posted: 10-7-2014

Gentlemen:

This Company is the owner of property located in Orange County, Florida (Orange County Tax Parcel No. 32-23-31-0000-00-002), and has received the referenced Public Notice regarding the application for a Permit submitted by All Aboard Florida – Operations, LLC ("AAF"). The purpose of this letter is to submit to the Corps of Engineers our comments and objections to the prospective issuance of the Permit requested by AAF.

We have retained the consulting engineering firm of Donald W. McIntosh Associates, Inc. to review in detail the AAF draft Environmental Impact Statement (DEIS) dated 2014 and appendices to that report. I am enclosing with this letter, and by this reference incorporating into this letter the contents, a Memorandum dated September 30, 2014 from Don McIntosh and John Florio of McIntosh Associates to Rob Yeager analyzing the prospective impacts, including extensive prospective negative impacts, of issuance of the requested Permit on the property owned by this Company. We respectfully request the Corps decline issuance of the requested Permit.

Very truly yours,

CARLSBAD ORLANDO, LLC

By: _____
STEVEN H. GRAY
Its: Manager

Enc.: Memorandum
cc (via email & U.S. Mail):
Mr. John Winkle, AAF_comments@vhb.com
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W38-311
Washington, DC 20590

DONALD W. MCINTOSH
ASSOCIATES, INC.

Memorandum

Date: November 7, 2014

To: Rob Yeager

CC: Don McIntosh
John Florio

From: Jeff Newton

Subject: Carlsbad Orlando Property (aka Starwood)
All Aboard Florida Draft Environmental Impact Statement

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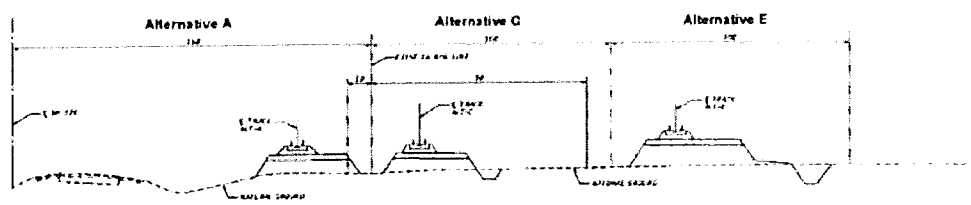
As requested in your recent conversation with Don McIntosh, we have reviewed the All Aboard Florida (AAF) Draft Environmental Impact Statement (DEIS) dated September 2014 and specific appendices to that report, all as obtained from the Federal Railroad Administration website, as related to "Alternative A," "Alternative C" and "Alternative E" for the East-West Corridor extending from Orlando International Airport (MCO) to Cocoa. Our primary focus was on the 17.4 mile "OOCEA Segment" of the East-West Corridor extending from SR 417 to SR 520 and its potential impact on Starwood.



Typical Section, Alternatives A, C, & E
(Facing East)

Typical Section, Alignment Alternatives A, C, & E within OOCEA Section		
All Aboard Florida Intercity Passenger Rail Project		
NTS		3.3-5

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Fax 407-644-6316

407-644-4068

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ASSOCIATES, INC.

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Alternative A

This alternative places the AAF rail "largely within" the south 60 feet of the existing SR 528 right-of-way.

- This alternative results in the greatest encroachment into the SR 528 right-of-way, **potentially interfering with the ultimate expansion of SR 528** to an 8-lane facility, and **may limit future regional multimodal transportation opportunities that have been discussed in the area.**
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- While the remainder of the rail along the Starwood frontage runs "At Grade" (defined as less than or equal to 8 feet above natural grade), there may be some level of **visual, noise and/or vibration impacts within Starwood.**
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DONALD W. MCINTOSH
ASSOCIATES, INC.

reaching the SR 417 interchange. **This alignment would require acquisition of land from Carlsbad Orlando.**

- The "At Grade" portion of the rail along the Starwood frontage **runs through two existing stormwater ponds** that accommodate SR 528 drainage with no apparent provision for new or expanded ponds to compensate for the diminished capacity. **Expansion, replacement or reconfiguration of the existing ponds could require acquisition of additional land from Carlsbad Orlando.**
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Alternative C

This alternative places the AAF rail and a maintenance access road largely within a 100-foot wide corridor, 10 feet of which is within the southern portion of the existing SR 528 right-of-way and 90 feet of which is outside of the existing right-of-way. The DEIS anticipates that CFX would acquire the additional lands outside of the existing right-of-way.

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DONALD W. MCINTOSH
ASSOCIATES, INC.

with Alternative A, there is no information in the DEIS that addresses planned mitigation of these impacts, especially as related to planned residential development.

- As was the case with Alternative A, construction of the proposed rail in the location represented by Alternative C would almost certainly **preclude any potential for future direct access from Starwood to SR 528**, whether the constraint be physical or financial.

Alternative E

This alternative places the AAF rail and a maintenance access road largely within a corridor comprising the southern 100 feet of a 200-foot "Super Corridor" adjacent to the southerly right-of-way line of SR 528. The DEIS anticipates that CFX would acquire the additional lands outside of the existing right-of-way.

- Beyond the requirement for a 200-foot Super Corridor, the impacts on Starwood resulting from Alternative E are similar to those resulting from Alternative C.
- As was the case with Alternative C, this alternative **requires acquisition of substantial lands from Carlsbad Orlando.**
- The **200-foot wide Super Corridor** runs contiguous with the SR 528 right-of-way along the **entire northern boundary of Starwood.**
- As was the case with Alternative C, beginning approximately 7,700 feet west of Starwood's east boundary, the corridor **diverges to the south through the western portion of Starwood** in order to cross SR 417 south of the main body of the SR 417/SR 528 interchange.
- As was the case with Alternative C, due to the alignment of the rail corridor, **significant acreage within Starwood lying north of the corridor (roughly 90 acres) will be landlocked**, with no provision for access after construction of the rail.
- As was the case with Alternative C, the rail corridor runs "At Grade" from just east of the future Innovation Way interchange to a point between the SR 528 mainline toll plaza and the SR 417 interchange, at which point the rail corridor elevates in order to cross over SR 417 and its associated interchange ramps. **The right-of-way associated with this elevated section increases from 100 feet to 380 feet wide.**
- As was the case with both Alternative A and Alternative C, the "At Grade" and elevated sections of rail corridor could result in **visual, noise and/or vibration impacts within Starwood.**
- As was the case with both Alternative A and Alternative C, construction of the proposed rail in the location represented by Alternative E would almost certainly **preclude any potential for future direct access from Starwood to SR 528**, whether the constraint be physical or financial.

CIVIL ENGINEERS

LAND PLANNERS

SURVEYORS

2200 Park Ave. North

Winter Park, FL

32789-2355

Fax 407-644-8318

407-644-4068

http://www.dwma.com

DONALD W. MCINTOSH
ASSOCIATES, INC.

This memorandum is not based on an exhaustive review of the DEIS, but rather a focused review related to the "OOCEA Segments" of the alignment alternatives their potential impact on lands owned by Carlsbad Orlando, LLC. There are engineering implications to any alignment alternative that cannot be evaluated at this level of detail.

CIVIL ENGINEERS

LAND PLANNERS

SURVEYORS

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Winter Park, FL

32789-2355

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407-644-4068

http://www.dwma.com

Dear Mr. Winkle.

I am sending you a Newspaper clipping about the "All Abord Florida" it is exactlie what my friendes + I are thinking.

So please please stop that All Abord Florida

Thank you

Respectfully

Francisha Winner

weighing the impact of All Aboard Florida.

Few people lived along Florida's largely pristine east coast when pioneer Henry Flagler bankrolled the first hotels and passenger rail service to serve them. Today, more than 7 million residents live in the coastal counties where a revival of passenger service is proposed along 195 miles of existing railroad right of way by hedge fund All Aboard Florida, a venture of Fortress Investment Group-owned Florida East Coast Industries.

Pretend you are a 21st century Henry Flagler looking at Florida from space, planning to colonize this beautiful peninsula with its 1,200 miles of coastline. Would you use up valuable real estate within a few miles of some of the best beaches and most attractive communities anywhere to move freight? Using expensive noisy outdated technology?

Flagler was a visionary. If he were alive, he would not expand a 19th century railroad with crumbling infrastructure and rusting bridges. That would be investing in buggy-whips.

Now home to businesses and millions of year-round residents, the coastal route of the proposed passenger rail service using a right of way that has served Florida East Coast freight trains since the 19th century, is also packed with growing opposition.

32,000 Petitions Against The Train Have Been Signed With More Each Day

This project is not just deleterious to Florida, but to all taxpayers. If the project is publicly funded, the RRIF loan could require a public bailout if All Aboard defaults.

Without highly populated cites such as Tokyo and Osaka, historically HSR projects have failed to meet profitable expectation. The unique topography of Florida coastal will be negatively impacted by trains traveling through. While AAF boasts fantastical and unsubstantiated claims of increase in tourism and business, it also will delay emergency vehicles, create traffic jams, raise noise pollution, and block waterways along hundreds of miles of tracks.

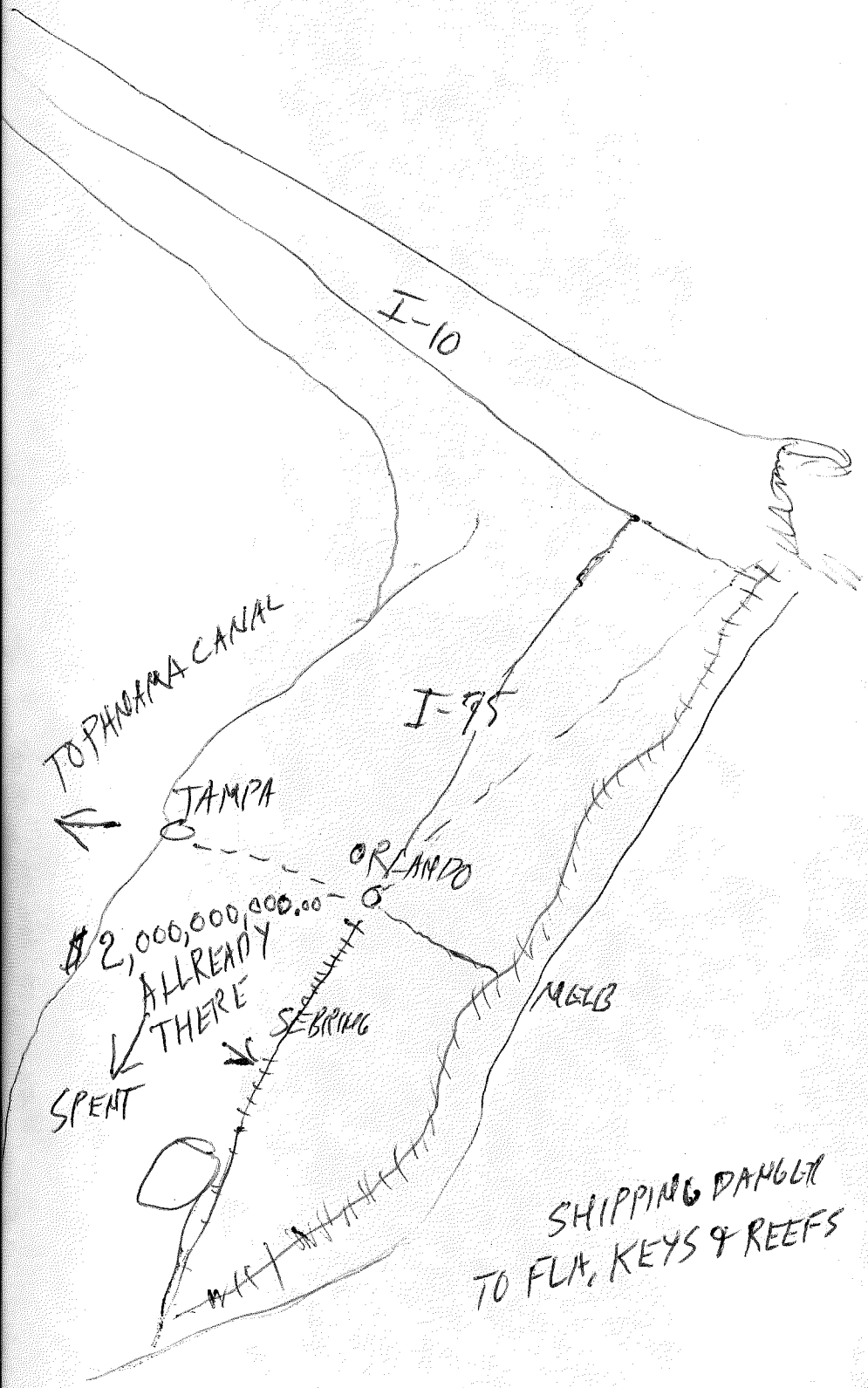
Further concerns are aging railroad bridges, noise pollution, increased deterioration of buildings due to train vibration, safety concerns of high speed trains being retrofitted to aging rail beds and grade level crossings, and decreased property values of homes in close proximity to train routes.

Taxpayers will experience increased costs to upgrade railroad crossings maintained by local governments. The maintenance costs - that's taxpayer money. Martin County alone maintains 18 train crossings at an average cost of about $60,000 each. All to the benefit of an alleged "private venture" of a junk bond hedge fund.

It's not that we hate trains, just unprofitable and unsafe trains retrofitted to old tracks that stop in the communities along the way funded by taxpayer dollars that irrevocably harm communities.

Sincerely,
Joann P. Tomich

Joann P Tomich



TO MR. JOHN WINKLE & FRIENDS

DEAR MR JOHN

HERE'S WISHING YOU AND THE FOLKS IN WASHINGTON A VERY MERRY CHRISTMASS AND A HAPPY NEW YEAR. IF YOU WOULD BE SO KIND AS TO "STOP THE TRAIN" YOU WOULD BE GIVING TENS OF THOUSAND OF PEOPLE AND ALL THE CRITTERS ON THE E. COAST OF FLA. A GREAT CHRISTMASS AND A VERY HAPPY 2015. IF BIG BUSINESS RAIL ROADS US INTO BELIEVING THAT THIS IS A DONE DEAL, MEDIA LYES WILL HAVE WON OUT OVER THE WILL OF THE PEOPLE. HERE IS JUST ONE EDITORAL PAGE OF MANY.

Sincerely
J.E. "BUTCH"
Swiger

SWANN HADLEY STUMP
DIETRICH & SPEARS
PROFESSIONAL ASSOCIATION

Pervie P. Swann (1895-1984)

Sharon B. Abner
Karen M. Brown
Stuart P. Buchanan
D. Paul Dietrich II
Kristyn D. Elliott
Ralph V. Hadley III
Jeremy Holt
Benjamin C. Iseman

Attorneys and Counselors at Law
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Eric B. Jontz
Jeffry R. Jontz
Richard A. Leigh
Douglas C. Spears
John R. Stump
Richard R. Swann
Leigh A. Williams

Donald P. Dietrich
Of Counsel

Email: rswann@swannhadley.com

October 20, 2014

EMAIL: AAF_comments@vhb.com
Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE
Room W38-311
Washington, DC 20590

RE: All Aboard Florida

Dear Mr. Winkle:

This letter is submitted to provide the undersigned's comments in support of All Aboard Florida. I frequently travel from Orlando to Ft. Lauderdale or Miami and am anxious to use the proposed service.

All Aboard Florida will provide a significant enhancement amid the choices of transportation between Orlando and South Florida. It will reduce to some degree traffic congestion on Florida highways and in the airways between these areas. In addition, All Aboard Florida's proposed schedule will provide transportation with sufficient frequency saving substantial time and costs compared to the alternatives of automobiles and airplanes.

For example, for a business person to take an airplane to Miami, one must spend time arranging a flight, getting to the airport at least 1 ½ hours ahead of schedule and likewise for the return, resulting in a minimum of 3 hours plus boarding, runway and flight time. The business meeting will either be constrained by one's return flight or one must wait for the next available flight adding untolled hours to the wait. Further, there is always the possibility of delays due to airline schedule disruptions and weather.

The proposed schedule of All Aboard Florida minimizes the time one must wait to catch the next train both going and returning allowing for one's just-in-time station arrival. The

1031 W. Morse Blvd., Suite 350, Winter Park, FL 32789 • P.O. Box 1961, Winter Park, FL 32790 • Tel: (407) 647-2777 Fax: (407) 647-2157

proposed rates appear to be less than plane fares and even automobile travel. The train depots are located in the center of the towns in South Florida providing direct access to the business center thus avoiding travel time consumed by traffic congestion of the major cities.

I served on the first Florida High Speed Rail Commission in the 1980's. In that capacity, I learned a lot about passenger train service and what needs to be done in order to make it work. All Aboard Florida appears to meet all of those needs. It obviates the political difficulties of the High Speed Rail notion in the 80's. Yet All Aboard Florida will provide a similar service which will save time and will be appropriately capitalized saving a massive amount of tax payer dollars.

For many years I represented a major tourist attraction in which movement of people in mass was a critical function. The management had a "4F" mantra about mass transit; it had to be fast, frequent, fun (substitute "found time") and free. While this one will not be free, it will at least be less costly than any other form of transportation. I urge your support.

Yours truly,

Richard R. Swann

RRS/bh

H:\1Swann Richard\1Swann Richard\AAA MISCELLANEOUS\ltr re All Aboard Florida.doc

Dec 3, 2014

Dear Mr. Winkle:

I am writing this letter to comment on All Aboard Florida.

I have struggled to sit down and even write this knowing it probably won't accomplish anything, but I had to voice my objection.

All Aboard Florida will literally destroy the quiet peaceful life I have become accustomed to in my beautiful Hobe Sound for the past 30 years.

The sound, vibration and sight of 32 trains plus more freight trains will prevent having a peaceful setting anywhere along the Treasure Coast.

How can this company get away with this and the hidden agenda of more freight trains along the East Coast?

We are not prepared for this ('Railroading') and shouldn't have to put up with it.

There is plenty of land out West with in some places double tracks for the Amtrak trains. It would make more sense to move it out there without disrupting small towns and thousands of people.

Plus the secrecy of all their plans is not fair to us. We need to know everything involved with the project.

The 522 page-draft was a farce conducted by a company hired by All Aboard Florida. An independent company would have seen all the right reasons why this project shouldn't be allowed to progress.

Also what about the Wildlife in Jonathan Dickson Park. These poor animals have no voice and we have to help them survive.

Please consider a more thorough and unbias investigation into All Aboard Florida.

Thank you

Barbara Spunger

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue
SE Room V-38-311
Washington, DC 20590

Dear Sir:
I am writing to you as a concerned citizen of Barefoot Bay (a community of about 5000 homes), a taxpayer, and an informed voter.

I am very concerned about All Aboard Florida passenger rail project in its present location.

Since I am sure that in your position you already have most of the facts, I will not go into details. But I am hoping that you will VERY carefully pay attention to ALL the negative impacts of the proposal, and realize that they far outweigh the few possible benefits of the proposed location of this PRIVATE enterprise.

Some of the negative impacts for you to consider:
Impending the ability of emergency and community services (fire, rescue, ambulance, etc.) to respond and transport residents to local hospitals and doctors.
Hindrance to emergency evacuations
Inconvenience of 46 trains (and soon more), blocking the crossings and exits from our area.
Noise pollution
Air quality
Vibration
Environmental concerns, including the Indian River Lagoon and St. Sebastian River
Extra cost to taxpayers for future maintenance.

Thank you for taking the time to consider all of the above.

Sincerely,
Mrs. Phyllis Sperling

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

Dear Sir:

It seems the State of Florida has learned nothing from the economic meltdown and is once again relying on tourism and land development to sustain its economy. If this is the case, then the Treasure Coast is being thrown under the bus or in this case the railroad by the State, the federal government, and Florida All Aboard. Florida All Aboard would totally devastate the now barely recovering economy of the Treasure Coast. The concerns are many. Listed below are just a few specific concerns relating to Stuart, Jensen Beach, and Rio:

PUBLIC SAFETY

The crossing at SR 707 and Savannah, which is not specifically mentioned in the DEIS, is crucial to response time for Martin County Fire and Rescue Unit #16. This crossing is one of the few accesses into Rio where there is a substantial 55+ community. The response time would be drastically increased if this crossing were blocked for any length of time. This crossing could be further compromised during construction.

The crossing at SR 707 could also be influenced by the closing of the St. Lucie Railroad River bridge. One of the few existing side tracks where a train could be held is off of SR 707. At the public meeting information was obtained that freight traffic has priority over All Aboard. This could mean that particular crossing could be held up for both the freight train and All Aboard, which will cross immediately after the freight train. The freight trains have increased in length since 2011 and according to the DEIS, freight traffic itself is going to increase in the not too distant future. This does not even include the 32 crossings of Florida All Aboard. Closings of this magnitude in a populous area is unacceptable.

Water safety is another concern. The St. Lucie River Railroad bridge is directly across a major passage to the Atlantic Ocean. According to statistics from 2012 in the DEIS, this bridge is closed at least 4 hours a day. During these current closings, traffic jams occur while large and small boats, some commercial, are vying for a position to get to the Atlantic. With increase of 32 crossings for FAA and 20% increase in freight traffic this single track bridge could be closed for at least an average of half an hour every day during the busiest part of the day. This will directly affect water safety as emergency boats will not be able to reach victims in a timely manner. The other concern is will this antiquated bridge hold up to the additional raising and lowering and the additional traffic. If a derailment occurs on this bridge, it will cut off all emergency response to the Atlantic and stop all commercial traffic.

The last but not least of the safety concerns is a high speed train going directly through the downtown areas of Stuart and Jensen Beach. The rails are in the middle of

the downtown area where people on foot as well as car traffic cross these rails in great numbers during special events. Florida All Aboard assures us that they will adjust their time tables during these events and work with local officials to assure public safety. That is totally unrealistic if All Aboard is in the business to make money. A side note is the infamous Confusion Corner in Stuart where traffic comes into a intersection from five different directions with a railroad track running through the middle.

Florida East Coast trains are all regulated by a switchboard in the panhandle. What happens if a cyber attack, which are becoming more frequent, occurs? What happens if the computer is some how damaged by natural or manmade disasters?

ECONOMIC AND ENVIRONMENTAL IMPACTS

The DEIS states that there will be no adverse economic impact to the Treasure Coast. This region has already taken two direct hits, first from downturn in the economy and second from the polluted water. The region is already experiencing plummeting real estate prices with this project in its infancy. If people cannot easily access the downtown businesses along the Treasure Coast, they no longer patronize these businesses. The Treasure Coast cannot afford another hit.

The DEIS also states that there will be no adverse affect to the wildlife and flora. This railroad is currently at the edge of a scrub jay population in St. Lucie county. Expansion of the railroad could easily put it in the middle of the scrub jays. There are also gopher tortoises all along these tracks. How many do they intend to relocate or are they planning on putting in wildlife corridors under the tracks? None of these specific questions are answered in the DEIS.

NOISE

Noise is a major factor with the railroad being in so close a proximity to houses and businesses. During the morning between 6:30 AM-8:00 AM along a two a half mile stretch between the St. Lucie River bridge and downtown Jensen Beach, there are currently between 18-25 train whistles. The answer to this is no train whistles. Trust your cross arms across the crossings to suffice. Do not expect the local tax dollars to pay for the sound barriers. These areas will not have the money to do this with the negative economic impact FAA is going to have and the tax payers will never approve it.

It is hoped that the FRA will consider all these concerns and recommend that FAA move its rails West. Please consider all these concerns which were not addressed in the Draft Environmental Impact Study and address them in the final Environmental Impact Study. Specifically addressing the concerns of the Treasure Coast.

Thank you for hearing our concerns.

Sincerely,

Penny Snyder

Penny Snyder
Concerned Citizen

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

This train coming thru Stuart, Fla has absolutely NO BENIFITS to any of us. Whenever I've have opened-up a fundraiser at Martin North Hospital at 6:30 on any morning, it is traffic tie-up in Stuart without a train. You have not done your research of this area very well. None of you live here to know how BAD 30+ per day, R.R. gates going up and down will do to our neat little town. Take away parking places??!! Are you crazy? There are not enough places to park now!!

Do any of you boat? NO! This train idea will put boating out of here. I have done a lot of boating and sailboating alone, will be done. Please, PLEASE put this business out in the MIDDLE of the state along I 95, where its uselessness to us will be just fine. Jackie Smith

If you need additional space, please attach a second sheet to this page

32 high speeds trains a day will take peace, tranquillity, mobility, time, public safety, property value, water navigation + commerce for thousands of people. I live in Palm City and will be cut time wise from your Doctors + hospital.

Thank you

Lois Smith

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

10/18/14

Comments:

I Am opposed to the AAF/FECI/Fortress plan to Build more R/R tracks and Run the trains at any speed thru Brevard, Indian River, St Lucie, Martin, Palm Beach and Broward Counties. There is not a viable passenger ~~to support~~ Base to support the project. AAF could take a more Direct route from Orlando to Miami Down the sparsely populated middle of the state. If people were the real cargo they could be transported by charter Bus Down the Florida Turnpike or private Airlines. There is to much risk at stake for the residents and tourists of the coastal counties. The risk of Human Life, animal life, property Depreciation, Destroyed communities, slow response for Fire + medical rescue, Mariner + Coast Guard impact, storm evacuations and much more. Please stop AAF in its tracks; it is the right thing to do.

If you need additional space, please attach a second sheet to this page

Sincerely

Gregory S Hamm

TONY M. SHOGREN

11/23/14

Dear Mr Weitzel -

My wife and I do not want the new Florida Railroad!!

Tony M Shogren

Earl Sherman

A THOUGHT!

HAVE "ALL ABOARD FLORIDA", FORTRESS AND ALL ASSOCIATED INTERESTS TESTIFY "UNDER OATH" THEIR REAL PURPOSE OF THE RAIL SYSTEM PROPOSED,

GOOD LUCK,

E Sherman 12/27/14

"The trick is growing up without growing old."

-Casey Stengel

www.kanecenter.org

001995

Mr. Winkle,

The residents and business people in our communities DO NOT want THE ALL ABOARD FLORIDA and the additional freight trains, for many reasons. PLEASE WITHHOLD THE FUNDS FOR THIS PROJECT.

These Bullet Trains travel over 100 mi. per hour, 32 times a day. HOW MANY STREETS AND HOW MANY CROSSINGS WILL HAVE TO CLOSE FOR A TRAIN TRAVELING THAT FAST? FREIGHT TRAINS WILL BE 10 TIMES THE LENGTH OF PASSENGER TRAINS.

People with life threatening situations (heart attacks, strokes, accidents, etc.) may not be able to get to the hospital in time if they live on the west side of the tracks. For this reason, 1st responders, police, fire fighters and even the Coast Guard are against this plan.

Our real estate values will decline for all businesses and home owners living near and west of the tracks. Almost all of our SHOPPING AND SERVICE BUSINESSES are west of the tracks, making it a hardship for the beach population to support. These businesses are an important part of our tax base.

The AAF wants the Indian River County Taxpayers to pay for the creation and maintenance of Quiet Zones. Concerns have been expressed, based upon other examples, that they have not been profitable. Then who pays???

Manuel Schaffer 11/28/14

Please sign on the above line and mail to the address below by Dec. 1st, 2014

FEDERAL RAILROAD ADMINISTRATION

ATTN: John Winkle Room W38-31

2100 New Jersey Ave. SE

Washington, DC. 20590

11-9-14

Dear Mr. Winble -

Please listen to all the people who do NOT want the High Speed Rail

Traffic - boat congestion would be terrible not to mention the environmental affects!

It would literally ruin our state. Don't be a party to the big money.

Thank you,

Sally Wellie Sprague

John Winkie
Fed RR Admin.
1200 New Jersy Ave S.E.
Rm W3831
Washington, D.C. 20590

Use I-95 Corridor 4 Rail
Save the coast. (Feasability Study)

R Roop, P.E.

Dear Mr Winkle

I have lived in Stuart since 1970 - Have seen many changes -

Our little downTown will be in very serious trouble if AAB is allowed to come Thru -

I have seen many of our great little restaurants in trouble when The train gets stuck & Traffic Backs up - one nite when we were already down Town - in one of our favorite Places - 15 Tables were empty - They had reservations and couldnt get over The Tracks -

last year I had to drive to The next Town one evening to visit friends for dinner - I was 45 minutes late - I couldnt get over The Tracks at 3 crossings - So ended up driving to Rio -

Anyone who lives to The East of The Tracks will have a Terrible time to reach a hospital -

The Boaters will be in a bad way also -

"Come See For yourself -"

Sincerely

Jean S. Randell

over Please

P.S. - I forgot to mention the most important thing it is great concern to health care providers 32 Trains a day will ~~be~~ seriously affect Travel to Medical Center North + medical offices down Town - Please

Stop it

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

I first Came to the Treasure Coast of Florida on the Fla East Coast Railroad, thanks to the Vision of Henry Flagler. It was Exciting to sit in the observation Car, and watch the tropical landscape materlize the closer we got to Vero Beach.

Vero Beach, now the County seat of Indian River County, has grown into a Vibrant Community on many levels but what AAF would do to this town and the others on the Treasure Coast that are to be hit with 32 high speed trains a day making no stops is unconscionable. 32 Trains a day would be Considerd Ridiculous even in towns like New York City and Boston in the North East Corridor. and the fact that AAF thinks the general public doesn't see what they are trying to pull off, is insulting. We are not stupid. When I asked in the public hearings at Richardson Center, why the line from Palm Beach to Orlando Could not be run West of 95 where C.S.X. already has a track, the Disney clone helper replied that it was too expensive! This says to me that AAF would rather endanger and inconvenience thousands of people for the money to be made from the expected increase in freight traffic due to the expansion of the Panama Canal. We all know the Real Money is in freight. American Passenger Rail service has never been a money maker in this Country. amtrack needed 1.4 billion from the government in 2012 just to operate. So it is pretty obvious where the dollars will eventualy have to come from

If you need additional space, please attach a second sheet to this page

When you have paid for the extra track on the treasure Coast and dealt with the law suits and damages created, the land West of 95 may look like a good deal. As Horace Greeley once said "Go West, Young man, Go West

West is Best!

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

1) Written comments may be submitted tonight, in the boxes provided
2) Comments may be made orally at this meeting (to the court recorder)
3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Suzan Phillips
Address	
email	Please provide your email address if you would like to receive notification when the FEIS is available suzphille bellsouth.net

Nov. 22/14

Dear Mr. Winkle;

I am writing to you concerning the proposed rail expansion in Florida.

My concern is mainly safety. Are current crossings set up to signal pedistrians, bicyclist and Motor vehicles of uncoming trains at that speed? If the train crossings need to be updated and maintained, who will pay for that?

I know that our Health Care Systems are concerned with the increase in rail traffic that emergency vehicles could be delayed in getting critically injured people to hospitals in a timely fashion.

Please consider my concern and that of many other Flouida residents.

Sincerely,
Adrienne Peacock

e-mail - ajpeacock@pshift.com
772-545-7981

11-17-14

To John Winkle;
RE: AAF

I AM A RETIRED School Bus Driver (Still driving as a substitute) for MARTIN County, Stuart Fl.

We School Bus Drivers have To Stop at R.R ⊗ings. **REGARDLESS** When a train is stopped to Allow another Train to pass, We are LATE, LATE LATE. Twenty Minuts is A Long Time when you have 65 + Kids on a bus.

Will You make arrangements To ride school Busses during The times The Trains run?? Or Follow Right Behind Some busser during Train Time?

P.S

Thank You
Ms. Dorothy Potts
Voting NO To AAF

Re: AAF EIS
October, 24, 2014

Dear Mr. Winkle,

In going through the EIS report, one finds many redundencies and omissions. A much better report is necessary.
There is no mention of (1) auto exhaust pollution as a resultof the increased number of automobiles idling at crossings nor of

(2) economic impact to nearby businesses and homes,
(3) safety issues for emergency vehicles en route to disasters or ER's.
(4) noise and vibration mitigation

The whole idea of this excessive number of trains passing through cities and bisecting these traffied areas is not acceptible.
The rails are not parallel with the traffic, for the most part. They are perpendicular and totally disruptive.

The bridge over the St.Lucie River in Stuart is old, single-lane, slow operating and totally inadequate for this many closings.
The resultant bottleneck of boats trying to pass under the bridge will remove many of the boat owners and marine-related business
from the area. Furthermore, this impedes passage from the Atlantic to the Gulf via the St.Lucie locks and Lake Okeechobee.

The majority of people along the east coast of Florida from north of Palm Beach to Orlando are appauled that this increase in rail traffic might happen.

If AAF wants to upgrade its tracks for increased freight traffic, they should pay for it themselves.

Enclosed are some of the daily Letters to the Editor of a newspaper that covers the Treasure Coast and areas north.

ACTION: Put in place LIMITS on the number of passenger trains per day. Do the same for the anticipated increase in freight trains.
Do not allow the requested loan to be made with government funds. It will disrupt our economy.

Respectfully,
B.A. Paterson

B.A. Paterson

10/24/2014

The following are my concerns with All Aboard Florida

1-In no way should and any government funds or government backed loans be used for this project.

2-High speed rail service does not belong in heavily populated areas. The money projected for crossing upgrades should be used to acquire a right of way west of the Florida Turnpike. In other words "go west young man". Areas without train stops such as Stuart and Vero Beach should not be burdened with the impact of this project.

3-My opinion of commuter rail and passenger service is that hardly any are successful. However the government, hence us taxpayers, are forced to subsidize these entities. Unless AAF has an ulterior motive such as more freight I can't see this being a success.

4-The EIS should have been prepared by and independent third party paid for AAF. The entire statement is slanted in favor of AAF.

5-Both of the station designs in Fort Lauderdale and West Palm Beach are absolutely ugly. It appears to be a contest between Architectural firms looking for memorials to one another.

6-Projected ridership numbers are a pie in the sky estimate in order to justify the cost of the project. It's the tired old trick of enhancing the business plan to convince the bank to issue a loan.

I trust that someone other a computer will read my comments and appreciate the incredible burden this project is placing on the Stuart and Vero Beach areas.

Thank You

Maurice G. Paquette

October 28, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue S.E.
Room W38-31
Washington, D.C. 20590

Dear Mr. Winkle,

It is with great concern that I write you concerning the proposed All Aboard Florida train service for the Treasure Coast. It is something, that if passed, will destroy the quality of life we all so enjoy now. We have lived in Florida for 12 years and are located near the city of Stuart. The trains will cut that beautiful little town in half, to say nothing of the maritime interests on the gorgeous rivers in this area. It is incredulous that the entire project is even being considered as it will totally impact the quality of life here...the frequency of the trains is beyond comprehension and there is no possibility that passenger usage will come anywhere near the numbers predicted...please, get real!!! Emergency services, noise pollution, property values...everything will be negatively impacted. And perhaps the biggest consideration of all is the safety issue. Hospitals will be cut off and emergency vehicles will be stranded while 32 trains PER DAY will navigate the tracks. The train tracks themselves are a huge concern, they are old and the trestle bridges now in operation appear to be very marginal. It is disaster waiting to happen.

Please consider all aspects of this project; and as an alternative, please direct any train travel and all it entails, to the area west of the Turnpike and I 95. That area offers open space and unencumbered area for this project. It seems reasonable to offer three round trips per day between Miami and Orlando, and even that number is perhaps too many. There are so many aspects to consider and I implore you to seriously consider them all. Florida depends on tourists to the beautiful little towns along the East coast...they will be destroyed if this project is allowed to go forward.

Thank you for considering my letter.

Sincerely,

Virginia Agar

Virginia Agar (Mrs. Harold
2368 SW Danforth Circle
Palm City, Florida 34990

Dear Mr. Winkle,

I have read the Environmental Impact Statement prepared by a company chosen by All Aboard Florida. I also attended one of the information meetings, held in Stuart. I spoke with and listened to a number or representatives at that meeting. The following are the issues that concern me regarding EIS. There are many more issues of concern to me, but I don't believe you'd be interested in hearing me address them in this letter.

While everyone hired by or associated with All Aboard Florida was polite in a stressful environment, they did not do much to make me feel better regarding the studies that were done for the EIS. Of particular concern is the thoroughness of these studies concerning sound and vibration, public safety, endangered species and climate change.

I live 250 feet from the tracks in Palm Beach Gardens. I feel the vibrations of every freight train that passes when I am in my home and on my patio. I can see the trains pass from my patio and backyard. It is very loud, not only the track and wheel noise, but the horns that blow for both nearby road crossings. I am lucky enough to live in Evergrene (an Audubon community) and there are crossings at both ends of my community. Double the noise! I spoke with Sam Arden about the sound. I live on an open water channel that carries the train noise, without benefit of a sound barrier, straight to my home and into our lake community. He told me no study was done in my particular area, and no plan for sound mitigation was planned here. You can imagine how happy that made me! Well, I can tell you things in my house rattle when the train rolls by, and there are cracks in my house that I am sure are a result of train vibration. More trains, with more tracks and no plan for any mitigation in my area will force me to sell my

home at a loss because my property values will decrease due to what will be almost constant noise and vibration from 32 high speed train runs plus the projected 20 cargo trains on 2 tracks 250 feet from my home!!! My quality of life does not seem to be a concern, my community's quality of life is not being considered, my home value, (while being negatively impacted), is not being considered. It's hard not to mention my home when it is the single largest investment I have. I am retired. Not much chance to recoup this loss.

I spoke with Bob Ledoux (FECR). He said it was not possible to put sound barriers around the train tracks for a number of reasons. While enclosing the tracks with sound barrier is not possible or practical, a barrier for our waterway might be. With no studies in our area, that won't happen.

Safety issues alarm me. I live on the west side of the tracks so I can get to a hospital without crossing what will be a double set of tracks. The rest of my family live in Jupiter, on the east side of the tracks, and they cannot! There is no way to get emergency medical help from the hospital to them, or them to the hospital, without crossing the tracks. The increased number of trains will more than double the number of closings an hour. While Peter Windschmitt (HNTB) spoke about the amount of time an approaching high speed train will take from when the lights begin to flash and the gates begin to close, to when the gates go up, will be 49 seconds (32 + 14 times a day). They DID NOT seem to take into consideration how long it takes a line of cars to start up and move across the tracks once the train has passed. What if an ambulance with my Mom is trying to get to the hospital and is waiting in a line of cars. Perhaps she's in an ambulance 10 vehicles from the track. How long will it take when life is measured by seconds to receive life saving treatment? Well, they did not study how

long it would take. Not studying this should not be an option. They only seemed to care about the gates lowering and raising. Dr's from Jupiter Hospital made a statement that 15 seconds is sometimes all the time they have to save a life. The 49 seconds it is projected to take for those gates, doesn't sound short enough now, does it? The cost of human life and safety cannot be measured as time and profits can. Moving the profit making to tracks in the west is something that can be done.....replacing a life cannot be done, period.

As I mentioned, I live in an area that is an Audubon community. I love living here, home to many birds. My love of animals leads me to be concerned that the studies regarding endangered species and their habitats does not seem very thorough, nor do there seem to be plans to keep the animals and their habitats safe from the tracks. I am not an expert in these areas and I cannot pretend to be, but much more attention should be paid to the fact that "endangered" means something and should you wipe out a habitat for an endangered species, or the species themselves, there is no way to fix that! Contributing to the possible extinction of a species should not be allowed to happen.

I learned in the process of attending meetings regarding trying to stop the rail expansion that an EIS is supposed to have a section on climate change. I did not know this prior to becoming involved in trying to stop this "shell game" of "tell them you want to put in high speed rail service, then once that fails to make a profit, start running more cargo on the second set of tracks" issue. Any idea why that was omitted? Perhaps because there are things they don't want us to know. This omission needs to be addressed.

I want to thank you for taking the time to read this. I want to ask you to think long and hard about it, and then I hope you will see what I see. The EIS is flawed. It does not take many factors into consideration. It give facts and time tables made to show "All aboard Florida" in a favorable light when had these studies been done at the correct time of year, or time of day, reports would be less than favorable.

I don't pretend to have all the answers, but I believe this EIS does not either and should be redone, by an impartial, neutral third party.

Thank you for your time,
Sincerely,

Carolyn M Shaw
702 Duchess Court
Palm Beach Gardens, FL 33410

Gmail by Google

All Aboard Florida - Relocation Request

Daniel Robins <drobins@lyfebankohio.com> Wed, Oct 15, 2014 at 6:11 AM
To: john.winkle@dot.gov
Cc: Bill@billnelson.senate.gov, Greg_langowski@rubio.senate.gov, CongressmanPartick.Murphy@mail.house.gov, rpremuroso@pbgfl.com, ejablin@pbgfl.com, jrusso@pbgfl.com, mtinsley@pbgfl.com, dlevy@pbgfl.com

John;

I an from Columbus, Ohio and have become a snow bird within the past 40 days and purchased a second home in the Evergrene community in Palm Beach Gardens, FL. Evergrene is a Audubon International community with nature preserves and many species of wild birds and wild animals.

My new home is located within 100 yards of the train tracks that travel North and South along Alternate A!A. We were misled by the prior owner and her realtor about the disruption that the train causes. The current train comes by around 20 times a day and the entire home shakes. It is causing us sleepless nights. Further, we intend to have many friends come visit us, but we are apprehensive and frankly embarrassed of this train.

Needless to say, this is not the snow bird lifestyle we signed up for.

It seems absurd in this day and age that a freight train disrupts such a high end residential community in Northern Palm Beach County and in Jupiter. I have been told that other train tracks exist West around 5 miles that this train and the new high speed passenger train could travel on. Should there be any additional cost associated with the relocation of the current train and new proposed passenger train, I would be happy to support a sales tax increase where funds would be restricted to pay for the relocation of both freight and passenger trains and any rental fees associated with that.

I am not against private business and am in favor of the high speed passenger train, however running that through a growing high density upscale community like Palm Beach Gardens makes no sense for the following reasons:

1. Noise
2. Vibration
3. Safety concerns if the high speed rail jumps the tracks and crashes into homes or vehicles on the road.
4. Delay at rail road crossing for first responders be they ambulance/ems or fire.

The solution is relocation and allowing the folks who benefit from relocation finance any additional costs associated with the relocation.

Yes, the railroad tracks have been here for 100 years or so. Yes, that rail/land is privately owned and when it was built, this area was not developed. However, things change and this area is booming. It is reasonable to relocate this train and it must be done. It is one privately owned business that is disrupting an entire community of tax paying citizens who have moved to this area to enjoy nature, golf, weather and good times. The train is a real downer to that enjoyment.

Move this train now!!!

Please call me to discuss ASAP at (614) 206-1631 as I would be delighted to fly into Washington D.C and meet with you face to face and testify as to how upset I am with this train coming through my back yard 20 times a day.

Daniel S. Robins
winter address:
623 Castle Drive
Palm Beach Gardens, FL
33410
--
Daniel S. Robins, CEO

Web Site:

lyfebankohio.com

YouTube Channel:

http://www.youtube.com/user/LyfebankOhio?feature=mhee

LyfeBank Ohio
2404 E. Main Street
Columbus, Ohio 43209

office: (614) 545-3555 x3
fax: (800) 695-6344
cell: (614) 206-1631

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TO: **Mr. John Winkle, Federal Railroad Administration**
1200 New Jersey Avenue, SE
Room W38-311
Washington, DC 20590
Phone: 202-493-6067

FROM: Nina B. Minmier
1345 Saint Lawrence Drive
Palm Beach Gardens, FL 33410

I protest the Draft EIS for All Aboard Florida and request denial of the RRIF loan since every bit of evidence points to failure, profound safety and environmental issues and lack of any discernible benefit to local communities.

Taxpayer dollars are being loaned to a private enterprise and this proposed loan will incur significant risks of default. As our custodians of these funds, you are responsible to your constituents to be certain that taxpayer monies are being properly and prudently spent and invested. It is your duty to be totally informed on matters as large as a $1.8 billion dollar loan.

The Federal Railroad Administration should not sign off on this ill-advised high-speed passenger rail project. History dictates that it is unlikely ever to be financially independent of major taxpayer obligation, and it is clear the benefits are not worthy of the burden on taxpayers.

This train project is unsafely retrofitted to old rail beds, does not stop to serve passengers in the communities it is passing through, is funded with almost 2 BILLION dollars of taxpayers money, and carries the unsubstantiated claim that its service will remove 3,000,000 cars from the road.

Florida does not have conditions that would support All Aboard Florida success. According to The Federal Train Policy report, "The Development of High Speed Rail in the United States: Issues and Recent Events,"* published in December 30, 2013 about factors supporting HSR, "Compared to the United States, countries with HSR have higher population densities, smaller land areas, lower per capita levels of car ownership, higher gasoline prices, lower levels of car use (measured both by number of trips per day and average distance per trip), and higher levels of public transportation availability and use" are more successful with HSR projects.

The population of AAF's cities are too small to provide the level of ridership necessary for HSR profitability. Tokyo and Osaka have over 17 billion residents, By comparison, Orlando's population is 255 thousand and Miami's is 418 thousand.

I request that the federal Government Accountability Office review the project's costs and risks of default, as well as the interest rate that would be assessed to their $1.875 billion loan. Why should a "privately funded" project be the on the shoulders of the taxpayers?

We, the tax-payers, look forward to your accountability and response to our concerns.

Sincerely,
Nina B. Minmier

Nina B. Minmier
&
James G. Minmier

POINT OF VIEW ALL ABOARD FLORIDA

All Aboard is about freight, not people

Mimi Whitefield of The Miami Herald had an excellent piece reprinted in The Post's Business section Sept. 29 ("Miami's port bets big on Panama Canal expansion").

It was a good overview of the opportunities presented to East Coast ports resulting from the Panama Canal's expansion. When the canal first announced its intention several years ago, it got the attention of all the ports along the East Coast.

Most ports can't accommodate the megaships that the canal expansion envisions. The Port of Miami was one of those. However, they were one of the first to not only plan on how to accommodate these ships, but also how to finance the needed infrastructure. They are the leader of the Florida ports.

One short sentence in the middle of the article piqued my interest: "As part of its (Port-Miami) three-pronged strategy to boast cargo ... a rail link to the FEC rail yard ... has been added." You don't read much about this except in industry publications. The journal Progressive Railroading had an article in April 2013 on the canal expansion and railroads. It stated: "Among railroads anticipating a bump in intermodal traffic (large containers) ... , Florida East Coast Railway ... FEC is working with Port-Miami and Port Everglades to build on-dock facilities ... FEC execs view a big part of the railway's strategy to grow intermodal traffic." Quoted in the article was FEC President and CEO James Hertwig, who said, "We're prepared to handle the cargo and we've got plenty of capacity."

Concerning the on-dock rail facility, Port of Miami Director Bill Johnson said, "It will allow us to double-stack containers directly to Jacksonville in under nine hours, and connect to Norfolk Southern Railway and CSX, directly to the heartland of America."

Hertwig's final comment: "I think it's going to be great for the railroad."

It should be noted that FEC owns and operates All Aboard Florida.

So, the individuals who recently wrote letters to the editor – Jackie Cassidy and Robert Smykal – stating that All Aboard was everything to do with moving freight and not people, hit the nail on the head. They are unloading freight ships, not passenger ships.

Hertwig wants to use the right of way he already has up the East Coast to lay a new set of tracks. I understand the business need, as it would be costly to get new rights of way through the central part of the state. What I can't understand is the total disregard for the people who live in the communities on the East Coast.

It will be stunning to see a 150-car train loaded with gigantic containers pushing its way north from Miami each day, again and again.

GEORGE MCLENITHAN,
WEST PALM BEACH

Dear Mr. Winkle,

How is it that ordinary citizens can see through the motives of All Aboard Florida but the Federal Government cannot?

Please do not approve the loan request for such a bogus company.

Thank You

Rosemary Jones

PBG, FL.

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

I live in Frenchmans Creek in Palm Beach Gardens (adjacent to the RR Tracks) Not only would the noise + pollution of the extra freight trains upset the quality of life — but would be life threatening for emergency visits to Jupiter Hospital

Alan Fuirst
13575 Rhone Circle
PBG FL
33410

If you need additional space, please attach a second sheet to this page

WHITE & CASE

White & Case LLP
Southeast Financial Center, Suite 4900
200 South Biscayne Boulevard
Miami, Florida 33131-2352

Tel +1 305 371 2700
Fax +1 305 358 5744/5766
whitecase.com

December 3, 2014

VIA EMAIL AND U.S. MAIL

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave., SE, Room W38-311
Washington, DC 20590
AAF_comments@vhb.com

Re: Draft Environmental Impact Statement for All Aboard Florida Project

Dear Mr. Winkle:

On behalf of the Marine Industry Association of Palm Beach County, Inc. and its members (the "Association"), we are writing to provide comments on the Draft Environmental Impact Statement ("DEIS") for the All Aboard Florida ("AAF") project to offer passenger rail service between Miami and Orlando (hereinafter the "Project"). To save space, we adopt and incorporate by reference the similar comments and concerns raised by others, such as Citizens Against Rail Expansion in Florida ("CARE Florida"), the Treasure Coast Regional Planning Council, the Jupiter Inlet District, the Town of Jupiter, and the Marine Industries Association of South Florida.

The Association represents the interests of the scores of businesses which are a part of the local marine industry. It includes recreational boaters, large marinas, builders and retrofitters of boats and yachts, small family businesses which provide marine goods and services, and related industries located near our waterways. The marine industry in South Florida generates billions of dollars in economic activity and supports a critical aspect of our local way of life. The Association is proud of the contribution it makes to the local communities, and wants to see that its members' livelihoods are protected.

The Association has serious concerns about the AAF Project. Its members live, work and relax on the Loxahatchee and St. Lucie Rivers. The existing railroad bridges over those rivers already block marine navigation for significant parts of each day as the result of freight trains. The AAF Project, by adding 32 trains a day to existing freight traffic, threatens to block marine navigation on these important waterways most of the time. This will be devastating to the people who rely on navigation of those rivers for their businesses and quality of life. Rail and marine traffic have coexisted on these rivers for years, but the AAF Project threatens to completely upset that balance for the benefit of a single large rail company at the expense of hundreds of small business owners in the marine industry. This is completely unacceptable to local residents and the boating public, and unreasonably impedes navigation.

The Association also has concerns about the other likely negative effects of the AAF Project. Its members all live in the local communities bisected by the AAF Project corridor. Many thousands of residents will be subjected to constant traffic delays, the noise and vibration of speeding trains, and damage to our environmental amenities. While we are focusing our comments on marine-related issues, we specifically adopt the comments of other raising concerns about these other types of environmental impacts.

The DEIS fails to adequately address the AAF Project's environmental impacts, and in particular, its impacts to marine traffic and marine interests. The document underestimates the amount of use the marine navigation channels experience, underestimates the amount of time those channels will be blocked with the AAF Project, and overstates the benefits of that project to the traveling public. The DEIS also fails to analyze several reasonable alternative ways to provide additional passenger rail service between Miami and Orlando which would avoid many of the impacts to marine navigation, does not even consider bridge and operational alternatives, and structures its analysis in a way which makes the AAF proposal a fait accompli. In light of the many structural flaws in the DEIS, we recommend that the Federal Railroad Administration address these issues in a supplemental DEIS so that the public can provide meaningful comment on the true options in front of the agencies, before the agencies finalize their analysis.

I. The DEIS' Discussion of the Impacts to Marine Navigation is Inadequate.

There is little doubt that increasing the number of trains traveling on the existing Florida East Coast ("FEC") railroad corridor will decrease the amount of time the Loxahatchee and St. Lucie Rivers are open to marine navigation. The FEC railroad crosses those rivers over bridges located mere feet over the surface of the water. This means that boats cannot travel under the bridges unless the bridges are open. The bridges were built decades ago, have slow and ponderous opening mechanisms, and to all appearances are decrepit. Already with freight trains, those bridges are down for substantial periods of time – 20 minutes per train, on average according to the DEIS. An increase in the number of trains necessarily means that the bridges will close more often, and every time that happens, marine navigation transiting the rivers will be blocked.

While the DEIS acknowledges this impact in general terms, it underestimates those impacts in several important ways. Since the National Environmental Policy Act ("NEPA") requires agencies to disclose the reasonably foreseeable environmental impacts of their proposed actions, the DEIS must be substantially revised.

a. The DEIS Underestimates the Number of Vessels Using the Rivers

The DEIS appears to use inaccurate estimates of the number of vessels which transit the St. Lucie and Loxahatchee Rivers. The DEIS indicates that there are an average of 121 vessel transits a day at the FEC bridge over the St. Lucie River, while more recent Martin County data shows an average of 225 daily boat transits under that bridge. Data from the U.S. Army Corps of Engineers website regarding the St. Lucie locks and dams similarly shows much greater commercial traffic on that river than disclosed in the DEIS. It is apparent that the DEIS fails to fully consider the significant number of vessels that pass through the St. Lucie locks on the Okeechobee Waterway. The Okeechobee Waterway, a federally-maintained navigation channel, not only connects the Intracoastal Waterways on the east and west coasts of Florida, but it also serves as access to several large boat yards in western Martin County that would otherwise be landlocked,

We believe that there also the DEIS also underestimates the number of vessel trips under the Loxahatchee River as well. As professionals in the marine industry, the Association knows that traffic through the

Loxahatchee River includes an average of almost 300 vessels per day. These vessels include recreational boaters heading upstream to fish, visit Jonathan Dickenson State Park, waterski in the large central embayment, raft up on the sandbar, or travel to the many area restaurants that are on located along the waterfront. The Town of Jupiter has spent a great deal of time, money and effort to develop its waterfront, including the Riverwalk and Harborside areas. The Loxahatchee River also sees as many as 14 commercial vessels a day, including local family-owned charter and guide businesses, sightseeing boats carrying tourist upstream, and vessels that contract, repair or maintain seawalls and over 1200 docks that are upstream of the bridge. None of these details, or anything that conveys the number and importance of the Loxahatchee River to local residents and businesses, is contained in the DEIS.

The DEIS also provides only current estimates of marine use, and makes no effort to project future demand for marine navigation through the Loxahatchee and St. Lucie Rivers. Just as freight rail demand is likely to increase in future years (discussed below), we believe that demand for marine navigation will increase in the future as well. This means that the amount of navigation blocked by rail operations will be higher in the future than are amount impeded today. Without accurate statistics of the number of vessels traveling underneath the bridges today and in the future, the DEIS inaccurately portrays the effects of the AAF Project on the marine industry.

Taken together, this has the effect of underestimating the economic effect of the AAF Project on the marine industry. As other commenters have noted, the marine industry in Miami-Dade, Broward and Palm Beach County generates annual wages in excess of $4 billion and a gross output of $11.5 billion per year. Approximately 75% of South Florida's recreational vessel repair facilities are upstream from the bridges to be used by AAF. Recent studies have shown that an average of approximately 250 vessels pass through each of the Bridges, which projects to approximately 90,000 per year for each of the Bridges. Needless to say, some days and some times of day have more traffic than others, with peak days seeing more than 450 vessels per day for each of the Bridges. This means that the effects of AAF Project on marine interests will be quite significant, both in the short and long term. We recommend that the DEIS be revised to incorporate more accurate statistics about current and projected future navigation demands, so that the effects of the AAF Project on the marine industry can fully disclosed to the public.

b. <u>The DEIS Improperly Fails to Consider Impacts More than a Few Years in the Future</u>

The DEIS has an unreasonably short planning horizon, which has the effect of hiding most of the reasonably foreseeable impacts to marine navigation. Major transportation projects such as the AAF project likely will be used for years into the future. Many of the impacts occur not from construction of the infrastructure improvements, but are the result of the use of those improvements over a long period of time. This means that while the federal action may occur in the short term, many of the environmental impacts occur over the long term. Since NEPA requires agencies to disclose the reasonably foreseeable environmental impacts of a project – whenever they occur -- most federal agency EIS's typically disclose the projected environmental impacts of infrastructure projects multiple years into the future. For example, the U.S. Army Corps of Engineers' recent EIS for the Central Everglades Planning Project used a 50-year planning horizon for purposes of analysis, and showed likely environmental impacts from the project decades in the future. Agencies also use forecasts of future use of transportation infrastructure to estimate likely environmental impacts in the future. An example of this is the Federal Aviation Administration, which uses Terminal Area Forecasts to estimate the likely number of flight operations which will use new airport runway infrastructure decades in the future.

The DEIS, on the other hand, uses no planning horizon. For most impact categories, the DEIS simply identifies certain impacts, without stating when those impacts are likely to occur. For these categories, the DEIS implicitly is limiting its analysis to immediate, short-term impacts, and ignoring any impacts

caused by use of the infrastructure improvements. For other impact categories, such as the effects of the AAF Project on car travel between Miami and Orlando, the DEIS only estimates the effects in 2019, which will be only a year or two after the AAF Project is built. This means that the DEIS makes no effort to disclose the likely impacts of the AAF Project more than a few years after it is built, even though that new rail infrastructure will be used literally for decades in the future.

This has the effect of hiding the long-term impacts of the AAF Project, including impacts to marine navigation. If the AAF Project is as successful as its backers suggest it will be, and there is increasing demand for passenger rail travel between Miami and Orlando, then there could be even more passenger trains using the tracks then the 32 trains a day discussed in the DEIS. If there is increasing demand for freight traffic on the FEC corridor in the future, then there will be more freight trains alongside the passenger trains than are estimated in the DEIS. Putting these together, the increased number of trains over the long term will cause many more bridge closures than discussed in the DEIS.

According to the DEIS, the percentage of total boaters experiencing delays immediately after the AAF Project becomes operational is anticipated to triple (from 14% to 42%) at the St. Lucie River Bridge and rise by approximately 64% at the Loxahatchee River Bridge in the first year of operations. However, even with the DEIS's artificially low 3% growth rate for freight operations after 2016, by 2030 that would be expected to require approximately 50 daily bridge closures, which would clearly result in the bridges being closed more than they are open, especially during daylight hours. If, however, the Port of Miami's most optimistic projections for cargo container growth are realized, freight trains might nearly triple by 2030, which when combined with the 32 AAF trains per day would causing the bridges to be closed almost continuously. According to the DEIS, the percentage of total boaters experiencing delays after the AAF Project is operational is anticipated to triple (from 14% to 42%) at the St. Lucie River Bridge and rise by approximately 64% at the Loxahatchee River Bridge in the first year of operations. Projected increases in freight trains after 2016 will cause even those massive increases in boat delays to increase significantly in successive years. Since the effects of the AAF Project on marine navigation turn on the number of trains using the FEC corridor, the failure of the DEIS to disclose impacts more than a few years into the future has the effect of seriously underestimating the impacts of the project on navigation.

We ask that the DEIS be revised to estimate the reasonably foreseeable environmental impacts of the AAF Project out to at least the year 2030, so that the public can see the true long-term effects of the project. Such a time horizon is reasonable given some of the studies referenced in the DEIS. The DEIS references highway traffic forecasts that extend to at least 2040, see DEIS, p. 2-2, aviation forecasts that extend to at least 2030, DEIS, p. 2-6, population growth estimates for 2040, DEIS, p. 2-7, and economic benefit projections into the 2020s, DEIS, p. S-17. As discussed below, seaports along the FEC corridor have developed estimates of freight demand into the 2020s and 2030s. The DEIS should use all of this information, and develop more such information if necessary, so that the total number of trains using the FEC corridor under the AAF Project can be seen over the long term, and the true effect on marine navigation can be analyzed.

c. <u>The DEIS Underestimates the Number of Freight Trains That Will Be Using the FEC Corridor Alongside the AAF Passenger Trains</u>

The DEIS is based on unreliable, and artificially low, assumptions about the expected numbers of freight trains expected to use the FEC corridor. This has the effect of understating the cumulative impacts of passenger train and freight train trips on marine navigation.

The DEIS assumes an average of 20 freight trains per day in 2016, up from 14 per day in 2013. It assumes a 3% annual increase in freight train operations after 2016, but government agencies pursuing

other major infrastructure projects in South Florida have projected massive increases in freight cargo beyond 2016. For example, the 2014 Port Everglades Master Plan projects a cargo container increase from less than one million TEUs in 2014 to approximately 1.6 million TEUs in 2024, an increase of more than 60%. The 2012 Port of Palm Beach Master Plan Update similarly projects container tonnage to rise from approximately 1.3 million tons in 2014 to as high as 1.7 million tons in 2022. The Port of Miami 2035 Master Plan projects even more dramatic increases in container cargo, from approximately 1 million TEUS in 2013 to as high as 2.4 million TEUs under the most aggressive growth projection. If these port master plan projections are accurate, then the 20 freight trains per day in 2016 assumed in the DEIS would be expected to rise to far more than 30 by 2024 and even higher levels beyond 2024.

Freight train usage is tied closely to the construction industry, as much of the freight is limestone, cement and aggregate used in construction. It reached its peak in 2006 because that was the peak of the real estate/construction boom and it declined since then because the real estate and construction industries went into a serious decline in those subsequent years. But it is clear that the real estate and construction industries are well into recovery, with a large number of new projects just getting underway and anticipated over the next several years. Moreover, the "trend" toward intermodal/container freight also indicates a likely increase in freight train usage now that the Port of Miami Tunnel has become operational, thus making it dramatically easier to move freight through the Port of Miami.

Given the likely high demand for freight trains on the FEC corridor over the long term, and the FEC's financial interest in maximizing freight operations, we recommend that the DEIS include an estimate based on maximum freight train usage in 2030 or beyond. At the very least the DEIS should use peak freight train usage over the past decade (2006 levels), as opposed to the much lower projections used in the DEIS. The DEIS's failure to properly assess the cumulative impacts of those freight train trip increases is a critical flaw and causes it to vastly understate the cumulative impacts of the AAF passenger trains and freight trains on marine navigation.

d. The DEIS Fails to Fully Address the AAF Project's Likely Effect on Compliance with Coast Guard Regulations

The DEIS fails to adequately address compliance with U.S. Coast Guard regulations regarding the effects of the railroad on marine navigation. This is a very important matter to be addressed, because the U.S. Coast Guard is a cooperating agency on the EIS and presumably will consider information in the document as it exercises its authority to protect marine navigation.

Free marine navigation through and under bridges is protected by 33 U.S.C. § 491 et seq. 33 U.S.C. 494 provides:

> ***No bridge erected or maintained under the provisions of sections 491 to 498 of this title, shall at any time unreasonably obstruct the free navigation of the waters over which it is constructed,*** and ***if any bridge erected in accordance with the provisions of said sections, shall, in the opinion of the Secretary of Homeland Security at any time unreasonably obstruct such navigation, either on account of insufficient height, width of span, or otherwise, or if there be difficulty in passing the draw opening or the drawspan of such bridge by rafts, steamboats, or other water craft, it shall be the duty of the Secretary of Homeland Security after giving the parties interested reasonable opportunity to be heard, to notify the persons owning or controlling such bridge to so alter the same as to render navigation through or***

> ***under it reasonably free, easy, and unobstructed***, stating in such notice the changes required to be made, and prescribing in each case a reasonable time in which to make such changes, and if at the end of the time so specified the changes so required have not been made, the persons owning or controlling such bridge shall be deemed guilty of a violation of said sections; and all such alterations shall be made and all such obstructions shall be removed at the expense of the persons owning or operating said bridge. The persons owning or operating any such bridge shall maintain, at their own expense, such lights and other signals thereon as the Commandant of the Coast Guard shall prescribe. ***If the bridge shall be constructed with a draw, then the draw shall be opened promptly by the persons owning or operating such bridge upon reasonable signal for the passage of boats and other water craft.***

33 U.S.C. § 494.

The bridges already area serious obstruction to marine navigation on these rivers even in the absence of the AAF project because they are too low to allow vessels to pass when in the closed position and are quite narrow even when open, thus allowing only one vessel to pass through at a time. Moreover, the bridges are very slow to open and close for trains, thus shutting down marine navigation on the St. Lucie and Loxahatchee Rivers for extended periods of time. Current marine traffic in the area is already significant and even current conditions potentially can cause dozens of boats to draft in a queue in heavy, swirling currents for 15-30 minutes at a time while the Bridges are down for freight traffic. Due to the very narrow bridge openings and the difficult currents, only a few vessels can pass through the bridge per minute.

Generally, the Bridges are kept in their fully open and upright position to allow marine vessels to pass through the bridges, as required by 33 CFR § 117.299 and 33 CFR § 117.317. When a train approaches the bridges, they are lowered and locked down until after the train has safely cleared, which normally takes 15-30 minutes depending on the speed and size of the train. The DEIS indicates an average closure time for both of the bridges of approximately 20 minutes. Accordingly, the bridges are typically closed for approximately 15-30 minutes per hour. Due to the very low elevation of the bridges, when they are down and closed, virtually no marine traffic can pass under the bridges. Thus, even in the absence of the AAF Project, the existing freight train operations significantly impact the marine industry, recreation and safety.

The AAF Project will make this situation far worse, and appears likely to significantly disrupt marine traffic through the Loxahatchee and St. Lucie Rivers. AAF proposes to more than triple the number of trains that use those bridges, thereby more than tripling the number of bridge closures to marine traffic. Even in the absence of the AAF project, bridge closures are unpredictable in time and duration. Freight trains are not spaced evenly throughout the day, thus causing times when the bridges are closed for far longer than 20 minutes at a time. The DEIS projects an average single closure time for the combined freight and passenger trains of 15 minutes, but also assumes that for certain closures multiple trains would be expected to pass over the bridge in a single closure. As a result, for the St. Lucie Bridge, it suggests that the 32 daily passenger trains will result in only 24 additional closures per day, which assumes that 25% of such trains will share a bridge closure with another train (either passenger or freight). Without any kind of reliable schedule information for freight trains, it is difficult to imagine that the projected number of multiple train crossing closures is accurate. Even if it is accurate, multiple train crossings will still result in longer closure times unless the two trains reach the bridge at precisely the same time. With

the planned "simultaneous" crossings at the New River Bridge, AAF also has virtually foreclosed the possibility of simultaneous crossings at the St. Lucie or Loxahatchee bridges.

Even assuming the accuracy of the DEIS' bridge closure projections and the number of multiple train crossing closures, the 24 additional closures per day, with an average closure time of 15 minutes per closure, will cause the bridge to be closed an average of more than three additional hours per day on weekdays and four additional hours per day on weekends. This is on top of the significant increases in freight trains projected by the South Florida ports, as discussed above. The DEIS presents bridge closure estimates for 2016, but not for the following years. It does, however, project an annual increase of 3% per year after 2016. This 3% figure is rather conservative compared to the container cargo projections used by the South Florida ports in their master plans. For purposes of assessing the impacts of the AAF project, it should assume the more aggressive growth rates used by the ports. But even at the 3% annual growth assumed in the DEIS, the number of freight trains would be expected to rise from 20 per day to 25 per day by 2024 and approximately 30 per day by 2030. This will result in 8-10 more bridge closures per day and will cause an unreasonable obstruction to navigation that will not only devastate the marine industry and marine recreation in Palm Beach County and beyond, but likely will also cause widespread marine safety problems.

We strongly recommend that the DEIS be revised to include a more accurate and thorough discussion of the effects of the AAF Project on marine navigation and compliance with U.S. Coast Guard regulations. The agencies cannot approve this project without fully understanding, and disclosing to the public, whether the project will lead to violations of rules designed to protect the safe and efficient use of these important waterways. The agencies should not approve a project which they know will lead to a violation of federal regulations.

II. The DEIS Fails to Consider a Reasonable Range of Alternatives

The DEIS is woefully deficient in its consideration of alternatives. NEPA regulations make clear that the consideration of alternatives "is the heart of the environmental impact statement." 40 CFR § 1502.14. There are several alternatives to AAF's proposal which would increase passenger rail service between Miami and Orlando and avoid most of the impacts to marine navigation interests. Yet, the DEIS either dismisses them out of hand, or fails to even identify them as possibilities. This has the effect of predetermining the outcome of the process, by making AAF's proposal seem like the only workable option. The DEIS must be revised to include a consideration of such alternatives so that the agencies and public are aware of the true choices being made.

a. The DEIS Should be Revised to Include Alternative Rail Corridors South of Cocoa

The DEIS only evaluates in depth a single route south of Cocoa: the existing FEC corridor. Yet, there are several obvious alternative corridors which could provide improved passenger rail service from Miami to Orlando. The DEIS must be revised to include an evaluation of these corridors.

There are other potential corridors for passenger rail service between Miami and Orlando, including locating new track along the Ronald Reagan Turnpike or I-95. But the most obvious alternative would be to simply invest in the existing Amtrak service along the CSX corridor from Miami to Orlando. That service already exists; the Miami Amtrak station is in the process of being relocated to the Miami airport in a new station that is part of the Miami Intermodal Center; and the Amtrak stations in West Palm Beach and Orlando are better located than the proposed AAF stations in those cities. Using Amtrak would avoid the use of the FEC bridges over the Loxahatchee and St. Lucie Rivers, which would eliminate the marine navigation impacts associated with the AAF Project. The only real drawback identified for this

alternative is that Amtrak service currently is slow, but the DEIS does not explore whether investment could be made on that corridor to speed travel time or otherwise improve the service.

The DEIS' rejection of any alternative other than the FEC corridor is plainly arbitrary and capricious. The State of Florida assessed these corridors in the mid-2000s and concluded that they all were feasible routes for high speed rail. Indeed, the State of Florida concluded that the FEC corridor was the *worst* among the options analyzed. A 2003 Report to the Florida Governor and Legislature by the Florida High Speed Rail Authority included a preliminary assessment of an extension of the high-speed rail system from Miami to Orlando. The study examined high-speed rail technology options, capital and operating costs, and ridership/revenue projections. The four route options evaluated were the 1) CSX Railroad, 2) Ronald Reagan Turnpike, 3) Interstate 95, and 4) FEC Railway. The study assumed the train would run at high-speed during the entire corridor (i.e. faster than the AAF proposal) and that the high-speed rail would be physically separated from freight rail lines at grade crossings. The four route alternatives were evaluated qualitatively on the basis of expected travel time, capital costs, travel demand and environmental factors. The routes were given a rating of good, fair, or poor. FEC Railway was the only route to receive a poor rating for three (travel time, capital costs, and environmental) of the four factors.

The DEIS can only dismiss any other potential passenger rail corridor by manipulating the statement of project purpose and need to foreclose any real option other than the applicant's proposal. First, the purpose and need limits the consideration of alternatives to those that are "sustainable as a private commercial enterprise." The Federal Railroad Administration's goal should be to improve passenger rail service, not to maximize profits for a specific private business. The DEIS provides no real explanation for why a publicly-operated passenger rail service, or a public-private partnership, should not be considered. The DEIS also fails to explain why AAF could not operate on the CSX corridor, with investment in the tracks to speed the travel time. The DEIS states that AAF would have to "negotiate agreements for a shared use environment" with CSX (DEIS, p. 3-7), but that is exactly what AAF has done with FEC and presumably could do with the CSX. The subtext to this entire discussion in the DEIS is that the Federal Railroad Administration only wants to consider options which would maximize profits for AAF and its FEC affiliates. The agency should not lend more than a billion dollars for the specific purpose of maximizing profits at a single business, but given the refusal of the agency to consider obvious alternative routes along the CSX corridor, that is exactly what appears to be happening.

Second, the stated purpose includes "extending (in Phase II) the previously reviewed Phase I AAF passenger rail service between West Palm Beach and Miami," which is then used as justification for failing to consider alternative railway corridors. In a previous comment letter, we pointed out that it was a violation of NEPA to segment the review of the Miami to Orlando passenger rail service into two parts: Phase I between Miami and West Palm Beach, and Phase II between West Palm Beach and Orlando. NEPA requires agencies to consider the environmental impacts of connected actions together, not in pieces. 40 CFR § 1502.4(a) ("Proposals or parts of proposals which are related to each other closely enough to be, in effect, a single course of action shall be evaluated in a single impact statement."). By making the Phase I route decision in 2013 without considering Phase II, the agency has now predetermined that the southern terminus of Phase II must be the FEC station in West Palm Beach. This improperly forecloses the need for the agency to consider whether it would be better to have passenger service slightly west in the CSX corridor to Miami, and skip the FEC station in West Palm Beach entirely. It is improper for the agency to use this self-created constraint as the reason to dismiss an obviously viable alternative.

Third, the DEIS limits its evaluation to routes that connect in Orlando with the planned GOAA Intermodal Station at the Orlando airport, without giving any reason why passenger rail service that

connects in downtown Orlando, or elsewhere in the greater Orlando area, would not be a feasible or viable alternative. A train station at the Orlando airport will be far less convenient for many travelers than the existing CSX/Amtrak station located in Downtown Orlando. The purpose of the AAF Project, after all, is to allow riders to avoid going to the airport, rather than to take them there. By requiring the Orlando station to be located at the airport, the DEIS effectively requires the CSX corridor to build new track to connect to the airport, which increases costs and results in completely unnecessary environmental impacts to wetlands. It is completely improper to manipulate the statement of purpose and need so that an otherwise viable and environmentally benign alternative becomes too expensive and environmentally harmful.

In short, the statement of purpose and need in the DEIS is skewed in order to eliminate a range of viable alternatives and to predetermine that the FEC corridor, which just happens to be controlled by the same entity that controls AAF, would be chosen as the preferred alternative. Stated another way, the statement of purpose and need amounts to little more than a set of requirements necessary to enable a specific private party to realize a predetermined level of profit by using assets it already controls to the degree that it wants to use them. This is completely improper, and violates NEPA.

We recommend that the DEIS be revised to include an analysis of an alternative passenger rail corridor from Miami to Orlando along the existing CSX corridor, with a terminus at the Miami airport and in Downtown Orlando. To the extent that there are pros and cons of having the termini at different locations in each city, they can be addressed in a supplemental draft EIS.

b. The DEIS Should be Revised to Include Bridge Alternatives on the Loxahatchee and St. Lucie Rivers

Another flaw in the DEIS's evaluation of alternatives is the failure to include any alternatives to use of the existing Loxahatchee and St. Lucie River bridges. The proposed action includes the reconstruction and replacement of bridges along the FEC corridor north of the St. Lucie River. There is no reason why the DEIS could not also consider alternatives which would replace the Loxahatchee and St. Lucie River bridges with spans which would be less disruptive to marine navigation, either by being built higher above the water, having a wider drawbridge, or having faster opening and closing mechanisms. These bridges are more than 75 years old and approaching the end of their useful lives. It is clear to even a casual observer that these bridges are in very poor condition. Attached are photographs taken of the Loxahatchee River Bridge, which show its decrepit condition. According to Dana A. Goward, SES USCG (ret.) in comments to the United States Coast Guard ("USCG") on behalf of CARE Florida, the current bridges would not be permitted if the FEC sought to construct them today. In the context a billion dollar project, even the expenditure of millions of dollars to upgrade the bridges is a small price to pay to avoid unnecessary and unreasonable conflicts with marine navigation. By failing to consider bridge reconstruction alternatives, the DEIS forecloses the consideration options which could meaningfully reduce impacts to marine navigation interests. We recommend that the DEIS be revised to include alternative bridge options over the Loxahatchee and St. Lucie Rivers to address our serious concerns.

c. The DEIS Should be Revised to Include Alternatives Which Limit the Number of Passenger Trains Crossing the Bridges Each Day

The DEIS further predetermines the outcome of the agency's decision by only considering alternatives that involve 16 round-trip passenger trains per day. There is no explanation for why 16 round-trip passenger trains are necessary, or even desirable. The DEIS fails to consider whether something less than 16 round-trip passenger trains per day could fulfill the purpose and need. The DEIS also does to consider other operational alternatives which could minimize impacts to navigation, e.g., reducing the number of

trains on days and hours when navigation traffic is heaviest. Even if limited to the FEC corridor, alternatives involving 6, 8 or 10 round trip passenger trains per day would have far fewer marine navigation, noise and safety impacts. We recommend that the DEIS be revised to include an alternative which would limit the total number of daily trains, and/or vary their times during the day, to minimize impacts to marine navigation.

III. The Ridership and Revenue Study is Unreliable and Significantly Overstates the Need for the AAF Project.

The DEIS justifies the environmental impacts of the AAF Project based on the claim that many people will want to travel between Miami and Orlando via passenger trains. The passenger demand projections upon which this assertion is based are highly suspect. We are very concerned that the Federal Railroad Administration is considering lending AAF more than a billion dollars based on flawed projections of passenger demand. We recommend that the DEIS be revised to assume more realistic levels of likely passenger demand.

AAF's projections regarding future passenger demand are based on the Ridership and Revenue Study, Summary Report, dated September 2013 (the "RRS") which is attached as Exhibit 3.3-F to the DEIS. The RRS is deficient in its lack of detail and complete failure to evaluate, or even mention, the single most important factor in determining both ridership and revenue – price. Among the most basic economic principles is that price will have a major impact on demand. Yet, the RRS does not even mention price. Needless to say, any attempt to purportedly evaluate revenue without any consideration of the price to be paid for the goods or services at issue is contrary to basic economic principles.

AAF has been careful to avoid any public statements about ticket prices and even sued the Florida Department of Transportation to prevent that agency from revealing any such information to the public. It is strange for a service provider that touts the benefits of its service to go to such extremes to prevent potential customers from finding out the cost of its service. According to news reports based on AAF's bond offering documents, a coach ticket between Miami and West Palm Beach will be approximately $30 each way, or $60 round trip, during the first year of service. If that 70 mile trip will be $30, or approximately $0.43 per mile, it is reasonable to estimate that the 170 mile trip from West Palm Beach to Orlando will be approximately $73 and that the 240 mile trip from Miami will be approximately $103 per person each way. Accordingly, a round trip from Miami to Orlando (or vice versa) for a family of four will cost approximately $824, which does not include the costs of transportation to and from the train stations in Miami and Orlando, and does not include parking at the departure station. Since the GOAA Intermodal Station near Orlando International Airport is miles away from any of the attractions that leisure travelers would go to in Orlando (and similarly distant from Downtown Orlando where business travelers are likely to go), such travelers likely will need to rent a car during their stay in Orlando, which will not only add to the cost of the trip. This will more than eliminate the meager time savings that AAF will offer as compared to driving. By comparison, for an average car that gets 28 mpg on the highway, that 480 mile round trip will cost approximately $68.57 in gas at $4.00 per gallon. That roundtrip will include approximately $15 in tolls each way, thus bringing the round trip cost to slightly less than $100. Thus, for the family of four, driving will cost approximately $725 less even if one does not include the costs of renting a car or taking taxis in the destination city.

The market for AAF among solo business travelers is similarly limited. As indicated above, driving between Miami and Orlando costs approximately $100 roundtrip in gas and tolls and takes approximately 3.5-4 hours, depending on one's ultimate destination. The train ride itself on AAF is expected to take approximately 3 hours and 10 minutes each way, and is expected to cost in excess of $200 roundtrip. When one accounts for the additional time and cost of the full AAF experience, however, both the full

travel time and the full travel cost go up significantly. If one assumes that the traveler is starting from approximately 8 miles away from the departure station, that traveler would have to plan for the trip to the departure station to take approximately 20-30 minutes depending on traffic. Between parking and transferring bags from the car or taxi to the train station, one can assume an additional 5-15 minutes, at least. The traveler would also want to arrive at the train at least 15 minutes before departure in order to ensure he/she doesn't miss the preferred departure time and have to wait another hour for the next train. It is unclear how long it will take for the traveler to go purchase a ticket, check or load bags, and go through security, but it is reasonable to assume that will take at least 5-15 minutes. Once at the destination station, the traveler will need transportation to his/her actual destination, which for a business traveler is reasonably likely to be in the downtown area. A business traveler from Miami to Orlando will then need to either rent a car, which can be expected to take another 15-30 minutes plus another 15-20 minutes to drive or take a taxi for the approximately 12 miles from the GOAA Intermodal Station to Downtown Orlando. In total, these steps combine to add more than an hour to the full AAF trip, thus making it slower than simply driving. It also adds significant costs in the form of the taxi fare to or parking at the departure station and a rental car or taxi fare at the destination station.

While solo business travelers may be less price-conscious than leisure travelers and may be less inclined to drive, they can fly for approximately the same price but in less than half the time. As it is, there are not even that many air travel passengers. According to the RRS and data from the Greater Orlando Airport Authority ("GOAA"), in 2010 there were only 652 daily airport pair (both directions) passengers between Orlando and Fort Lauderdale and Miami combined. That translates to only 326 individual passengers. It is unclear how many of those travelers would prefer to pay roughly the same amount for a trip that takes twice as long on AAF, but it is difficult to imagine any significant market penetration. The DEIS projects that it will get only about 10% of its passengers from air travel. But even if one were to assume that AAF could capture every single one of those air passengers and distributed them among the 16 AAF roundtrip trains per day, it would account for only an average of 20 passengers per train.

As with local Florida family leisure travelers and business travelers, AAF is similarly impractical for leisure travelers from out-of-state or foreign countries. A certain percentage of out-of-state visitors drive to the Orlando area and South Florida and, for the reasons discussed above, are unlikely to take AAF, especially considering that would already have a car and clearly are not averse to long drives. Because neither South Florida nor Orlando have robust public transportation systems, a significant percentage of travelers who initially fly to either of those areas will rent a car. According to a December 2012 Florida Department of Transportation ("FDOT") report, a majority of domestic air visitors to Florida rented cars. http://www.dot.state.fl.us/planning/trends/tc-report/tourism.pdf. It is reasonable to assume that this number is even higher for those travelers with longer stays – the same travelers most likely to visit both the Orlando area and South Florida in a single trip. Because rental cars are typically cheaper to rent on a weekly basis, rather than a daily one, most visitors who rent a car probably rent it for the entirety of their stay. Once they have a rental car, driving between Orlando and South Florida is both cheaper and faster than AAF when one accounts for the full range of trip costs and time. This is especially true if one who takes AAF will still need to rent a new car in the AAF destination city in order to get around and visit the geographically disparate sights and attractions.. Similarly, returning a rental car at the AAF departure station, even assuming convenient facilities exist for that, will add to the total trip duration. Moreover, renting separate cars in both the departure city and the destination city will subject such travelers to the myriad of one-time car rental fees for both car rentals.

The lack of economic viability of passenger rail is evident from the experience of Amtrak and other passenger rails projects around the world. Amtrak has not been profitable for a very long time, particularly with ridership in Florida. A recent study attempted to showcase the progress Amtrak has

made but the results only confirmed the very limited chance of any passenger rail project in Florida being profitable. According to the study, only ten metropolitan areas are responsible for almost two-thirds of Amtrak ridership. These ten areas also were the only metropolitan areas to generate over a million "boardings." Florida did not have one of those ten metropolitan areas. The Miami-Fort Lauderdale-Pompano Beach area in Florida has six active stations and still only accounted for 0.5% of Amtrak's 2012 ridership share (300,357 boardings in 2012). Although the study reports "Amtrak boasts 75% of the share of the passenger rail/aviation market between New York and Washington," data from the Bureau of Transportation Statistics shows that "Amtrak holds a market share for intercity travel in the Northeast Corridor (NEC) of well under 2%." The percentage included in the study omits both passenger-car and intercity bus-passenger miles. Even though the NEC is Amtrak's best corridor, it has been unable to sell more than half the capacity it currently offers. Overall, Amtrak carries just 0.36% of intercity passenger travel today, compared with 0.45% in 1991. Other data reveals that Amtrak does not even begin to compete with other modes of transportation. The DOT's Bureau of Transportation Statistics published a report in 2004, quantifying the extent of federal subsidy per passenger mile (from 1990 to 2002) for each mode of intercity passenger travel (not including intercity bus). The report showed Amtrak had a federal subsidy of $186 per thousand passenger miles, while airlines only had $6 per thousand passenger miles and highways had a negative $2 per thousand passenger miles (more highway-user taxes were collected than spent on highways).

The State of Florida has previously recognized the lack of economic viability for passenger rail in Florida. In 2011, Governor Scott cancelled the Tampa to Orlando segment of Florida's high-speed rail project stating that "like the vast majority of passenger rail lines, [the Florida project] w[ould] not be economically sustainable." If the capital costs to complete the Tampa to Orlando high-speed rail project exceeded projections, Florida taxpayers would have had to pay the difference. Governor Scott further added that "the proposed high-speed rail line [was] far too uncertain and offer[ed] far too little long-term benefit for me to consider moving forward and ultimately putting taxpayers at risk during an already challenging fiscal climate."

In addition to the basic lack of demand for rail services in the southern portion of Florida, transportation project costs, especially for passenger rail projects, are often underestimated. A study examining 258 transportation infrastructure projects around the world found that in almost 90% of the cases, costs were underestimated and annual costs on average were 28% higher than estimated. Rail projects were the most severely underestimated, costing on average 45% more than originally estimated. High-speed rail projects are often deliberately underpriced for political reasons. In 2008, the California High-Speed Rail Authority (CHSRA) proposed to build a rail line that would allow trains to reach speeds of up to 220 mph. The project consists of two-phases, with a Los Angeles to San Francisco line to be built during phase one and a San Diego to Sacramento line to be built during phase two. In 2009, CHRSA initially estimated the costs of building (for phase one alone) to be $36.4 billion (in 2010 dollars). In 2012, CHSRA gave a revised estimate cost of between $53.4 and $62.3 billion (in 2011 dollars). The business plan also proposed that nearly two-thirds of the construction funding would come from the federal government.

The cost-effectiveness of high-speed rail projects depends on whether they can achieve high ridership levels. Estimates of the level of ridership needed to justify the cost (including the cost of building tracks) of a high-speed line similar to those outside of the United States range from 6 million to 9 million riders in the first year. Amtrak's current high-speed service (the Acela), which began operating in the most densely populated corridor in the United States, carried only 3.3 million passengers in 2013. Incredibly, the DEIS assumes that AAF, operating as a new service in a far less densely populated and far more car-dependent area, will exceed the 3.3 million passengers in the Northeast Corridor within just a few years.

The DEIS provides no justification for the assumption that AAF will generate higher ridership than the busiest rail corridor in the United States. Without such a justification, AAF's estimates simply lack credibility. Additionally, actual ridership numbers on passenger rail projects have averaged 39% below forecasted levels. Investment-grade ridership forecasts often suffer from optimism bias. An example is the Las Vegas Monorail, where an investment-grade ridership study was so inaccurate that investors suffered nearly total losses. Ridership and revenue in the Las Vegas monorail fell to 75% below forecast and the project filed for bankruptcy in 2010 (six years after opening). At the end of the 2010 fiscal year, there was a deficit of $382 million, although it was projected to have a $95 million surplus for the first six full fiscal years of operation.

Of the many high-speed routes in the world, it is thought that only two (in France and Japan) have earned enough revenue to cover both their infrastructure and operating costs. Compared to the United States, countries with high-speed rail systems have higher population densities, smaller land areas, lower per capita levels of car ownership, higher gasoline prices, lower levels of car use and higher levels of public transportation availability and use. To make matters worse, South and Central Florida are on the far end of the spectrum even among areas of the United States in terms of levels of car ownership, levels of car use and lack of public transportation availability. Additionally, in most of those countries where high-speed rail has been viable, it was implemented by state-owned or state-supported rail infrastructure companies and operated by state-owned rail companies whose principal business is passenger transportation. In the United States, on the other hand, the rail network is almost entirely owned by private companies whose principal business is freight transportation. In the United States, it is difficult to argue that any high-speed line beyond the Northeast Corridor stands a chance of paying for itself. All intercity passenger operations in the U.S. except Amtrak's Acela service are subsidized (in the sense that federal and state governments supplement revenues from ticket sales) as revenues are insufficient to cover operating costs and administrative expenses. Even with generous subsidies, travelling by high-speed rail is more expensive than flying for 12 of the 23 most popular high-speed routes in the world. Additionally, New York is the only city in the U.S. that has a transit system that can shuttle enough people to a high-speed rail station. Most cities would have to build large parking garages to have enough ridership for the high speed rail, assuming there is a strong ridership demand. Statistics show that riders who begin their commute by car are more likely to drive or fly than riders who begin their commute by transit.

The lack of demand for rail travel between Miami and Orlando is clear from the very limited demand for Amtrak's service between those two cities. Amtrak offers daily train service between these cities on its Silver Meteor, but there is not enough demand for the Silver Meteor to justify more than one trip per day, despite the fact that it serves not only passengers between Miami and Orlando, but passengers between more than 20 cities along the east coast of the United States. Amtrak's service between Miami and Orlando has not shown signs of profitability -- the U.S. government has to cover almost all of Amtrak's capital costs as well as 10% of its operating costs. Amtrak is not even close to operating passenger rail on its own revenue; let alone cover any capital costs or debt. Additionally, capital cost overruns are pervasive, occurring in 9 out of 10 projects. This was the case in New Jersey, where the state was billed by the federal government to return federal grants related to a tunnel project that was cancelled by Governor Christie due to project cost overruns that would have had to be paid by state taxpayers.

According to the DEIS (p. S-9), AAF expects to divert only 2-4% of Amtrak's annual South Florida ridership, which amounts to approximately 31,000 annual trips in 2019. With 11,680 trips per year (32 trips per day, 365 days per year), this means that AAF expects less than three (3) passengers per train trip to come from Amtrak ridership. In other words, even among the very few people in South and Central Florida who have shown any inclination to travel by rail, AAF expects its market penetration to be miniscule.

As a group of taxpayers, the Association believes that it is critically important that the federal government not lend money to a private business unless it the government is absolutely sure the money will be repaid. Since the entire economic basis of this project relies on these questionable passenger demand projections, we recommend that the DEIS be revised to include more accurate and realistic assumptions to determine whether the project is truly viable.

IV. The DEIS Fails to Show that There are No Practicable Alternatives to the Destruction of Wetlands, as Required by the Clean Water Act Section 404(b)(1) Guidelines

The DEIS is also flawed in its failure to demonstrate the absence of any practicable alternatives to the destruction of wetlands, as required by the Clean Water Act. The proposed project will impact more than a hundred acres of protected wetlands and will require a Section 404 permit from the United States Army Corps of Engineers ("USACE" or the "Corps"). The presence of these important wetlands requires that, among other things, AAF demonstrate that the proposed project complies with the United States Environmental Protection Agency's ("EPA") Section 404(b)(1) Guidelines, set forth in 40 C.F.R. Section 230 (hereinafter the "404(b)(1) Guidelines"), including its requirement that the applicant demonstrate that the proposed project is the least environmentally damaging practicable alternative to achieve the purpose of the project. 40 C.F.R. § 230.10(a) (a permit will not be issued "if there is a practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem, so long as the alternative does not have other significant adverse environmental consequences"). Where, as here, the proposed project is not water dependent, the Corps presumes that practicable alternatives exist to discharge to a special aquatic site such as wetlands. 40 C.F.R. § 230.10(a)(3); 40 C.F.R. § 230.41 (wetlands are a type of special aquatic site). This presumption implements the Corps' policy that "from a national perspective, the degradation or destruction of special aquatic sites, such as filling operations in wetlands, is considered to be among the most severe environmental impacts covered" by the 404(b)(1) Guidelines. In order to rebut this strong presumption, the applicant must clearly demonstrate that there are no practicable alternatives that will not cause a discharge into a wetland.

There is nothing water-dependent about the proposed project. Thus, in order to satisfy the 404(b)(1) Guidelines, AAF must clearly demonstrate that there are no practicable alternatives to the proposed project. There is no such showing in the DEIS. More importantly, there are practicable alternatives which would avoid all wetland impacts. Using the existing Amtrak route along the CSX corridor would require no wetland impacts. This is especially true if the project purpose is revised to eliminate the false requirement that the Orlando station be located at the Orlando airport, and allow consideration of the existing Amtrak station in Downtown Orlando. Although the DEIS assumes that CSX would not be willing to enter into reasonable agreements to share freight and passenger traffic on the CSX line, it does not provide that or provide any factual support for it. Moreover, the fact that AAF does not already own the right to operate on the CSX corridor is irrelevant: "If it is otherwise a practicable alternative, an area not presently owned by the applicant which could reasonably be obtained, utilized, expanded or managed in order to fulfill the basic purpose of the proposed activity may be considered." 40 CFR § 230.10(a)(2). The DEIS similarly assumes that the logistics associated with the CSX line would prevent it from delivering a fast enough rail service, but provides no real factual support for that assumption. Because alternatives involving the CSX corridor have not been considered or evaluated in the DEIS, AAF cannot demonstrate that they are not practicable alternatives. The failure of the DEIS to clearly demonstrate that there are no practicable alternatives to the destruction of wetlands with AAF's proposal draws into question the ability of the USACE to issue required permits.

The DEIS indicates that AAF has not yet submitted its application for Section 404 authorization to USACE and that USACE will complete its Section 404(b)(1) Guidelines analysis and public interest

review in its record of decision following publication of the Final EIS. This is inappropriate. No justification is given for why this required analysis of practicable alternatives under Section 404(b)(1) is excluded from a NEPA document that is required to evaluate alternatives. Indeed, the USACE's regulations provide that the analysis of practicable alternatives for purposes of the Section 404(b)(1) Guidelines typically will take place in an EIS. 40 CFR § 230.10(a)(4). We recommend that the agencies issue a supplemental draft EIS which addresses this issue in depth so that the public can provide input.

V. The Section 4(f) Evaluation in the DEIS in Inadequate and Unreliable

Section 4(f) of the U.S. Department of Transportation Act provides protection for publicly owned parks, recreation areas, wildlife refuges and historical properties or archeological sites and permits approval of transportation projects that require the use of these protected areas only if there is no prudent and feasible alternative to using that land and the project includes all possible planning to minimize harm to such area. A "use" of such protected areas includes a constructive use, which occurs when the project's proximity impacts cause the attributes of such areas that qualify them for protection are substantially impaired or diminished.

The DEIS concludes that the Project will result in a Section 4(f) use with respect to the demolition of two historic bridges, the Eau Gallie River Bridge and the St. Sebastian River Bridge, but fails to consider as potentially prudent and feasible alternatives the use of the CSX corridor instead of the FEC corridor. As discussed above, alternatives routes were improperly eliminated from consideration based on the skewed and outcome-determinative statement of purpose and need. This has the result of elevating AAF's commercial interests and profitability over the goals and purposes of Section 4(f), which is precisely what Section 4(f) is intended to avoid.

The Section 4(f) evaluation also fails to properly evaluate the use of the Hobe Sound National Wildlife Refuge, Jonathan Dickinson State Park, and the Savannas Preserve State Park which are among the thirty Section 4(f) recreation resources along the N-S Corridor of the Project. These parks and other areas adjacent the tracks north of Tequesta are the home to endangered species, including the Florida Scrub Jay. The Project bisects these and other important natural areas and will subject them to vastly increased noise and vibration levels as well as the risk of increased wildlife kills. The FEC tracks through these parks will change from lightly-used corridor of slowly moving freight trains, to a heavily-traveled rail artery with high speed trains flying by on an hourly basis. The DEIS fails to discuss these issues in any detail, does not discuss how the addition of frequent high speed trains will affect the endangered scrub jay or other endangered species, and instead summarily concludes that the Project would not use these resources. Further study and evaluation is necessary with respect to whether the 32 additional trains will cause a Section 4(f) use of these resources and, if so, whether any prudent and feasible alternatives exist.

* * *

Thank you for being willing to consider the Association's comments on the DEIS. Once again, in light of the significant harm to marine navigation threatened by the AAF Project, and the multiple flaws in the DEIS, we recommend that the agencies issue a supplemental draft EIS.

The supplemental draft EIS should address the concerns we have raised, and provide for additional public comment on the expanded discussion of alternatives and impacts, before the agency finalizes the EIS.

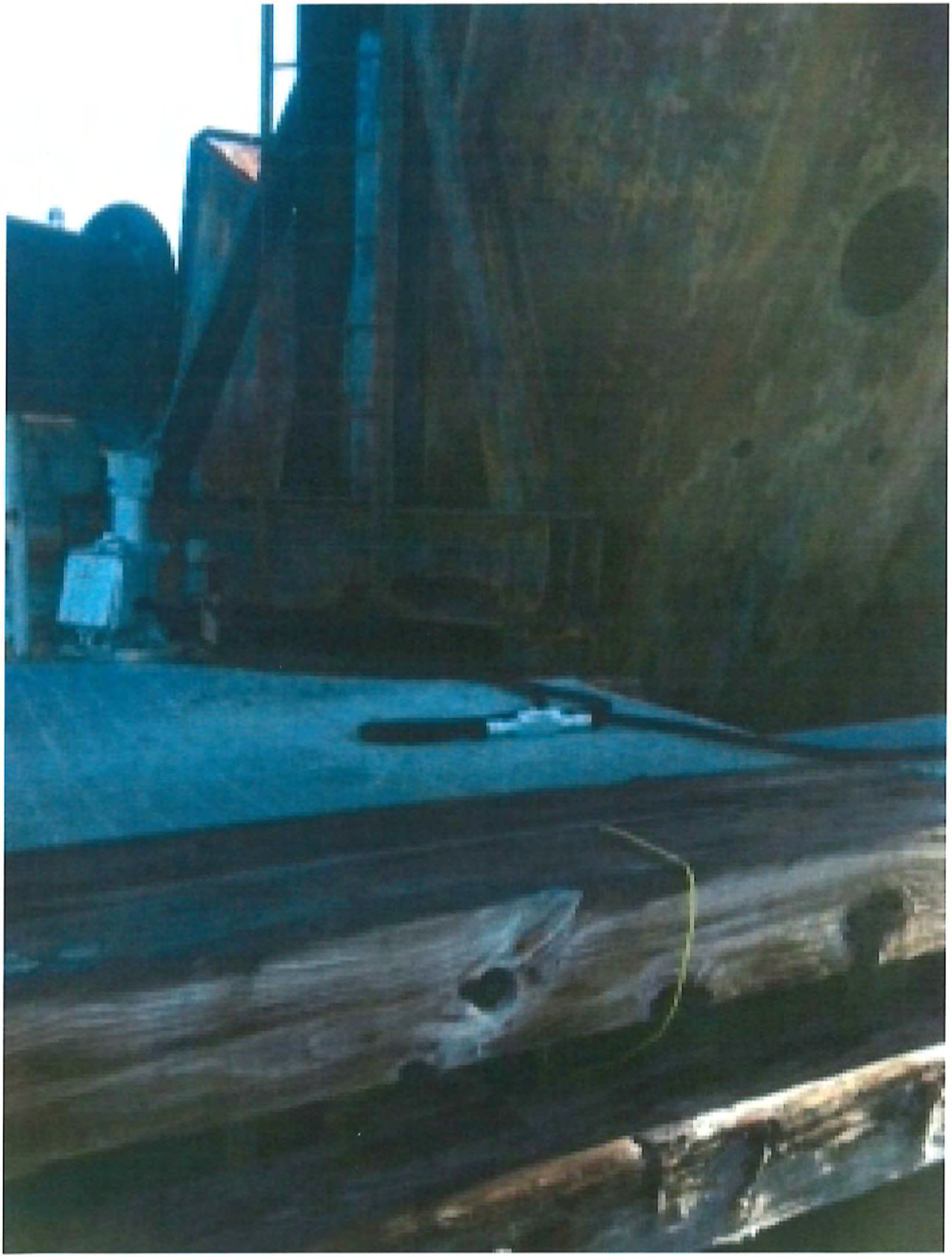
Sincerely,

Neal McAliley

cc: U.S. Coast Guard, Seventh Coast Guard District (via Email: USCGD7DPBPublicComment@uscg.mil)

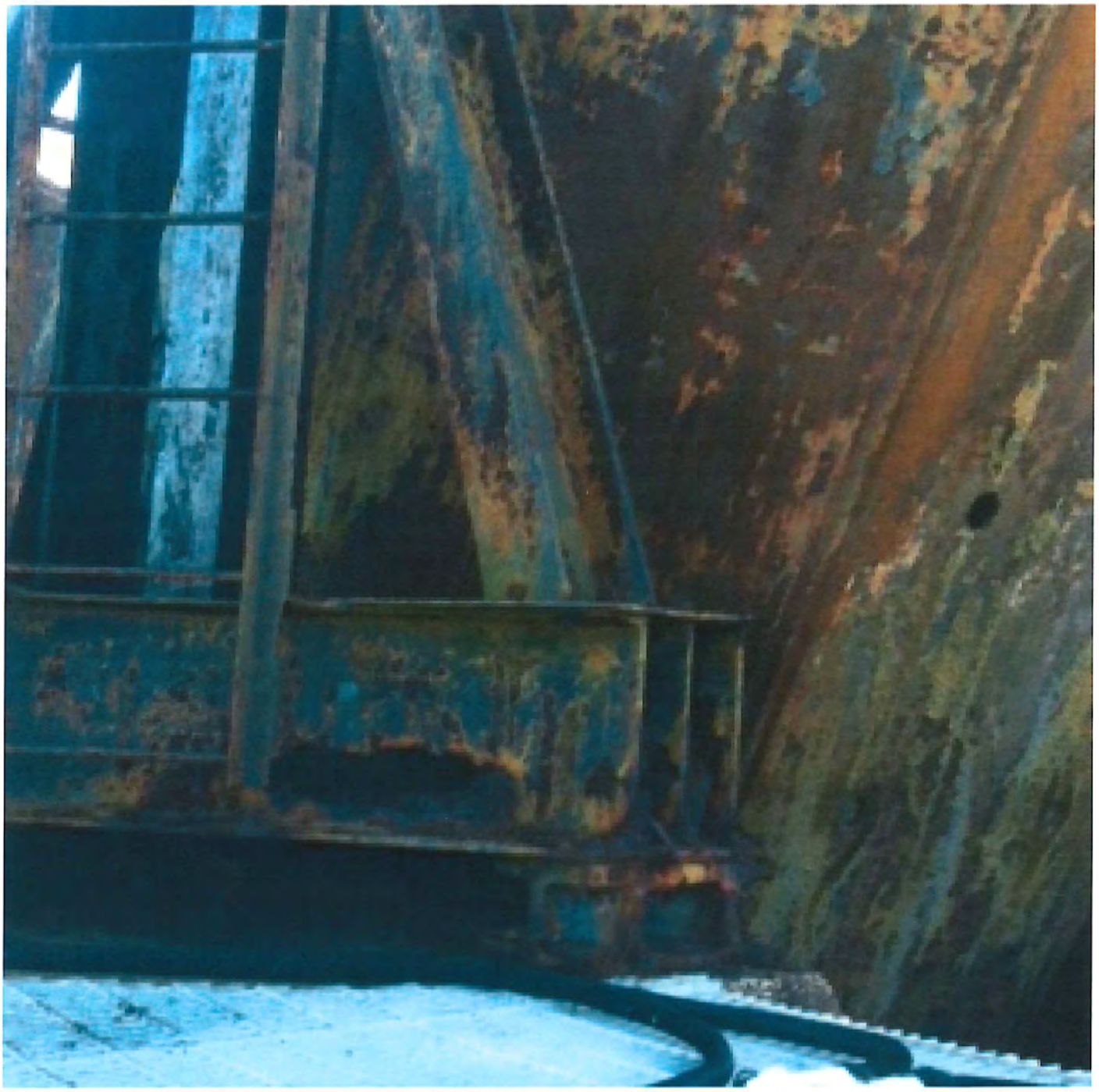
Attachment

Photograph of Loxahatchee River Bridge

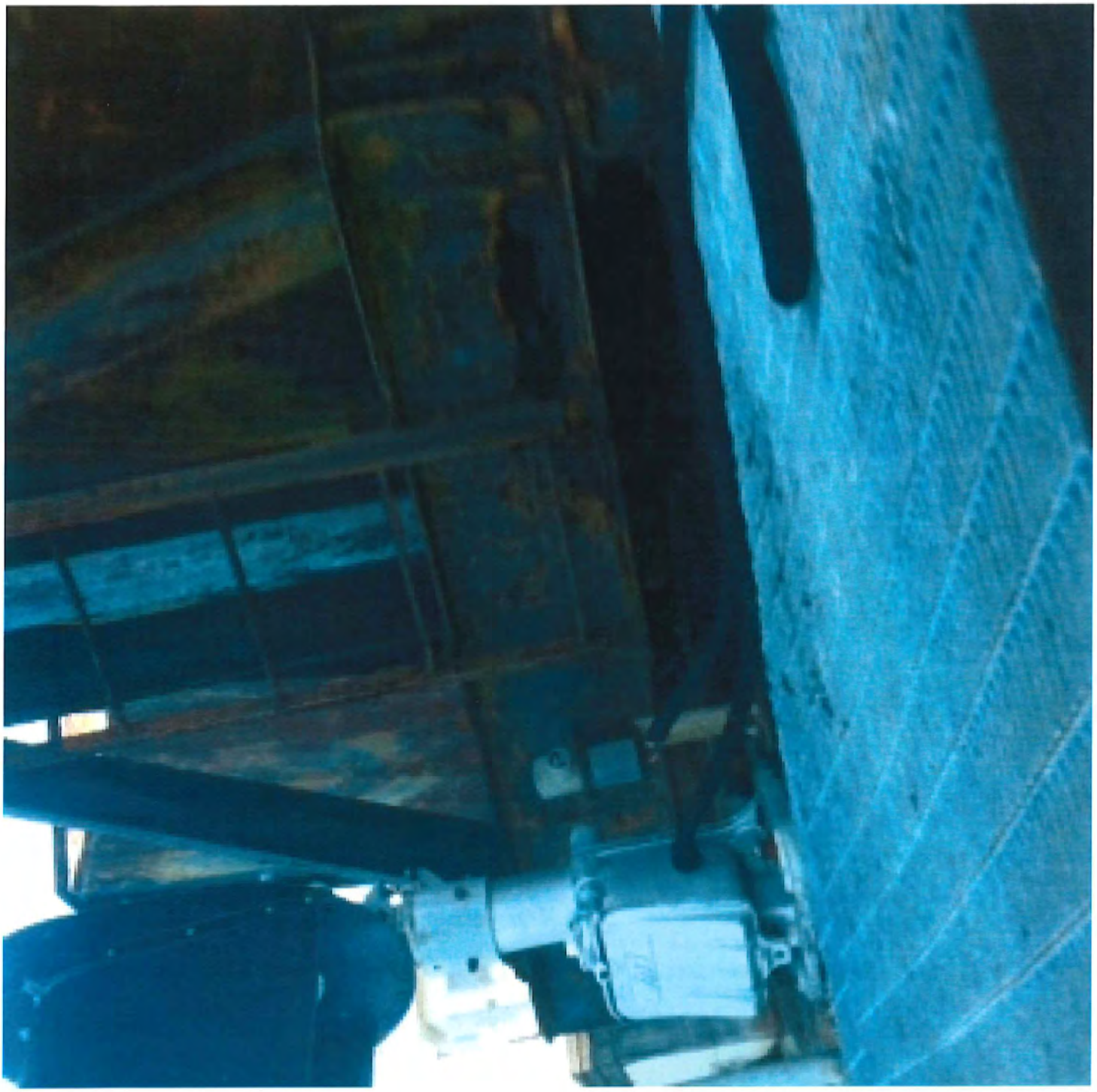


Photograph of Loxahatchee River Bridge

Photograph of Loxahatchee River Bridge



Photograph of Loxahatchee River Bridge



Photograph of Loxahatchee River Bridge

2356 Bellarosa Circle
Royal Palm Beach, FL. 33411
Nov. 17, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E. Room W38-311
Washington, D.C. 20590

Re: All Aboard Florida

Dear Sir:

I am sure you are very busy and have received many letters and comments about All Aboard Florida and proposed rail project from Miami to Orlando FL. Please consider reading my proposal for alternate idea that may solve many of the problems that have arisen since they proposed this project. Please see my attached "letter to editor" published by St. Lucie News Tribune in June 2014, explained in a little more detail then their 300 word limit. This alternate proposal may cost more money but in the long run may be the best solution and the least impact on all the towns and cities. Thank you.

Sincerely,

George J. LeBrun, Architect

Tel. 561-798-8401
gjlaia@bellsouth.net

2356 Bellarosa Circle
Royal Palm Beach, FL. 33411
June 2, 2014

Letters to the Editor
Port St. Lucie News
760 NW Enterprise Dr.
Port St. Lucie, Florida 34986

Re: All Aboard Florida

Dear Editor:

All Aboard Florida and their developers must be living in Disney's Fantasyland if they believe the project as designed is going to work. Their web site is full of half-truths such as 60-second RR crossings, energy efficient trains and no significant impact. In reality, the gates and traffic tie-ups will still be 2 to 5 minutes and with 32 trips a day and increased freight traffic. The total delays could average 10 to 15 minutes per hour. The delays of the drawbridges over the waterways would even be longer given their advanced age. Any energy savings will be lost to all the cars and boats idling and waiting at the gates and lift bridges. With the strong opposition from residents, boat owners and politicians, this project will impact millions. The 3-hour destination time is bound to be delayed many times by accidents, freight traffic and even the old operating drawbridges making the pleasant ride they envision not as enjoyable. Have they even tested the old freight tracks and will it provide a comfortable passenger ride?

I am proposing an alternate idea of utilizing high-speed catamaran ferries capable of speeds of about 48 knots or 55 mph. These ferries could have direct passage from the ports of Miami, Ft. Lauderdale and West Palm Beach to a new pier, passenger transfer terminal and station to the existing railroad. Preferably, these terminals should be located near the existing cruise line piers and the new pier and terminal located near the inlets of Ft. Pierce, Sebastian or Port Canaveral. The further north the new pier is located, the less track and crossing improvements and local tax money would be required. However, Ft. Pierce may be the preferred location since the tracks run close to the water. This would also provide an additional passenger station entry point going either north or south, an objection many have complained about because of all the additional rail traffic with no benefit to the northern residents. The cruise line link would increase the

vacationing passengers going to Orlando and northern passengers desiring to travel to the southern cities. Granted, the ride would take longer, but the ferries should be a "fun boat" with dining and entertainment facilities to make the ride more pleasurable than just sitting on the train. I am sure there will be some objections to high-speed ferries in the ocean, but speedboats have been cruising the oceans for decades without much opposition. The developers should also follow the examples of other successful high-speed ferries that are in operation throughout the world. Some passengers may object to the ferries, so they should schedule one or two trains per day, utilizing the Tri-rail tracks and at some northern point connect to East Coast Railway. This would avoid all the improvements and necessity to build new stations. Additional trains could be on standby if necessary because of poor sea conditions.

The new high-speed rail line from Cocoa Beach is planned to have a destination of Orlando Airport, but should also connect to all the major Orlando attractions, including Universal and Disney without having to change trains. The cost of the ride should be subsidized by these attractions, just as some casinos subsidize travel to their locations.

I am not advocating abandoning the project or the new development, but to reconsider the planning as the project is now proposed, before it is to late and they rush to start new construction of stations. This alternate proposal may or may not cost more money but in the long run may be the best solution and the least impact on all the towns and cities and boaters.

Sincerely,

George J. LeBrun,

Tel. 561-798-8401
gjlaia@bellsouth.net

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

Although the All Aboard Florida initiative has some merit, it is far outweighed by negative impacts on the communities along the FEC tracks. Adding thirty high speed trains per day to the existing freight traffic will create serious traffic problems at the numerous grade crossings not to mention the safety issues created by 79 mph trains through downtown areas. Aside from the negative impacts on the communities, one wonders how they intend to pay back over one billion dollars when Amtrak cannot get out of the red. Perhaps that is why FEC created a limited liability company (LLC) to shield itself from a probable default while enjoying a major upgrade to its infrastructure. I hope my tax dollars will not pay for this by way of a major government loan.

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

1) Written comments may be submitted tonight, in the boxes provided
2) Comments may be made orally at this meeting (to the court recorder)
3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	William Matheson
Address	1586 Anglers Dr. NE Palm Bay, FL 32905
email	Please provide your email address if you would like to receive notification when the FEIS is available WILLIAMLMATHESON@yahoo.com

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
Federal Railroad Administration

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Comments:

All Aboard Florida is a great idea in the wrong place. In addition to causing traffic snarls, it is dangerous for people and animals. I feel it is like building I-95 in a 100 foot wide corridor. When this corridor was built about 100 years ago, trains did not go from 80 to 125 miles per hour. They also were not as frequent. Some businesses will be 20 feet away from the trains. Noise and vibrations are bound to have an effect on their business. The I-95 corridor is at least 4 times as wide as the train corridor and yet the US Government put up a fence on its own property to prevent wild animals from getting on the road. With the train being 20 feet or so from

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   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Martha Matheson
Address	1586 Anglers Dr. NE Palm Bay FL 32905
email	Please provide your email address if you would like to receive notification when the FEIS is available margiematheson@yahoo.com

continued - Martha Matheson

peoples' homes, I do not see why All Aboard Florida does not have to put up a fence on its own property to protect children and animals both wild and domestic from being run over by a train going almost 80 miles per hour.

In the next 50 years this 100 foot wide corridor will be too small, since now around 50 trains will be going by every day. It would be best and save money in the long run to buy a wider corridor and move the trains west of towns.

Frank R. Leslie, BSEE, M.S. Space Technology, LSM IEEE
1017 Glenham Dr., NE
Palm Bay FL 32905-4855
(321) 768-6629 fleslie@fit.edu or f.leslie@ieee.org
November 28, 2014

Mr. John Winkle,
Federal Railroad Administration,
1200 New Jersey Ave., SE
Room W38-311,
Washington DC 20590 email: AAF_comments@vhb.com

Subject: DEIS for All Aboard Florida,

Dear Mr. Winkle:

I am against further increases in train traffic through Palm Bay Florida.

Since the advent of shipboard container ships, rail traffic has substantially increased from Miami north. These long, heavy trains awaken me at night almost every one-half-hour, even though I live about 0.7 miles from the closest tracks. The sound is primarily in the estimated 5 to 30 Hertz range, and it is perceived mainly as a low-pitched rumble acoustically and by ground vibration. Since trains do not always sound their air horns now (by Brevard County agreement), this perception differs substantially from the DEIS findings of four hundred feet. The Turkey Creek crossing bridge is not the only point at which the noise occurs, although that is the closest bridge to my home. Trains are heard several miles north and south.

If All Aboard Florida runs 32 trains in addition to ISC trains, this is a significant change over the existing and presently undesirable conditions.

Light rail terrorism now occurs. Whether a high speed train strikes a vehicle or a trespasser, significant damage and death will occur for many feet, and the residues of either causes environmentally contaminations in the area. This would likely disrupt the schedules, which now are normally every half-hour during the night.

The "need" for AAF trains seems based upon factors other than cost, and the business model should be considered. Is there really a need to avoid air or vehicle trips, or is this business dependent upon subsidy tax money. What is the true (without subsidies) cost per passenger over 30 year's amortization? $1000 per person? Who or what agency makes up the rest of the fare so that the passenger doesn't pay the full cost but only a fraction?

Sincerely yours,

Frank R. Leslie

Frank R. Leslie

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

I am concerned about the potential environmental impact to the present & future populations living near the rail route – noise levels, visual, interruption of ease of access to work, businesses, shopping, emergency medical attention, schools, etc. – due to the expected several high speed train crossings each hour.

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
Federal Railroad Administration

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   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Willie T. Burton, Sr.
Address	1418 Anglers Dr. NE Palm Bay, FL 32905
email	Please provide your email address if you would like to receive notification when the FEIS is available wburton444@aol.com

Bill Spivey, Executive Director
Florida Development Finance Corp.
800 No. Magnolia Ave, Suite 1100
Orlando, FL 32803

November 26, 2014

Re: Comments on All Aboard Florida High Speed Train Project Financing

Dear Mr. Spivey

The underlying strategic plan of the AAF project for high-speed rail from Miami to Orlando would appear to be either terribly naive or deceptive.

Track systems used for high-speed rail have a very high initial cost but much reduced continuing maintenance cost compared to traditional track beds. Thus the benefit to Florida East Coast Industries of locating the AAF route on their right-of-way is obvious.

If the true objective of AAF was to provide high-speed rail service between Miami and Orlando a less encumbered, less disruptive, much cheaper, and much safer route to the west of the FEC treasure coast route would have been selected – perhaps the CSX route through Okeechobee or the unencumbered clear-shot Florida turnpike route. Statements about the Treasure Coast route being the most economical show an apparent lack of understanding of the costs involved in converting to high speed rail.

If, on the other hand, the objective of the AAF project is to improve the rail bed (permanent way) to allow for increased freight traffic by borrowing money under a different corporate entity for a "high-speed" rail system to run on the FEC right-of-way which can go bankrupt in short order and then "abandon" the recently upgraded track system in place for use by FECI for its increasing freight business then the FEC Treasure Coast route should be selected.

To insure the project fails soon after completion of construction appoint a group of hospitality and entertainment executives who apparently know nothing about building or running a railroad to build and run the railroad.

Let any public official tempted to approve a loan or other means of supplying funds to finance this scheme be warned: Any reasonably competent cost analyst can skew the demographics to show a profit for a project like this by selecting a few pure numbers that have no real applicability to this situation and pulling a few more out of thin air – both for construction and operations.

Aside from the questions involving operational profit- like the detailed analysis of ridership projections and income level of those riders, this project is loaded with serious construction cost questions - like factoring in disruption both to FEC operations and to affected communities; cost of expensive unmentioned major safety considerations - like numerous overpass/underpass construction activities required for minimum safety... **You cannot safely run a high speed train at grade and at speed through high volume vehicular grade crossings** (of which there are many on the Treasure Coast route). In fact if you look at ACELA you can't even do it at extremely low volume vehicular crossings. So you either embark on prohibitively high cost overpass/underpass construction activities (which you can't possibly finance) or pretend there is no safety problem and construct at grade... and then, when the danger becomes obvious to all, slow the train... and this high speed train rapidly becomes a low speed train... with bankruptcy or subsidy soon to follow.

But then again, why worry about these "irrelevant details" when the likely objective is early bankruptcy?

This whole scheme appears to be the stuff of shady modern unregulated investment banking: Bait, borrow, and switch the assets. It would be enough to bring tears of envy to the likes of Kenneth Lay, Jeffrey Skilling, and Bernie Madoff. Why even Carlo Pietro Ponzi would salute the architects of this plan.

Very truly yours

Edward R. Pryor
7740 Indian Oaks Drive, Apt G301
Vero Beach, FL 32966
edward.pryor@live.com
772-999-3453

Cc: Brodi Fontenot, Assistant Secretary for Administration, USDOT
Honorable Charles Christ
Honorable Bill Nelson
Honorable Marco Rubio
Representative Bill Posey
Representative Patrick Murphy
Senator Joe Negron
Laurence Reisman, Editor, Scripps Treasure Coast Newspapers
John Winkle, Federal Railroad Administration
Joe Baird, Indian River County Administrator
Howard Tipton, St Lucie County Administrator

Edward R. Pryor is a retired Industrial Engineering Manager responsible for analyzing and justifying facility expansions and capital asset acquisitions for a large division of a major U.S. corporation.

November 17, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE
Room W38-311
Washington, DC 20590

Dear Mr. Winkle:

Please accept this letter in support of the All Aboard Florida project. This new intercity, express passenger rail service will have significant economic benefits for the state of Florida through the creation of jobs, generation of economic impact and tax revenues and increased mobility options. The project is receiving international interest and positions Florida as a global competitor.

Although the system's current route is confined to central and south Florida, the economic benefits have statewide implications. The Draft Environmental Impact Statement states that All Aboard Florida is set to have $6.4B in direct economic impact to Florida's economy over the next eight years and generate $653M in federal, state, and local governments revenue through 2021. The project will create over 10,000 jobs on average per year through the rail line construction and over 5,000 jobs on average per year after the rail line construction is completed through 2021.

All Aboard Florida underscores Florida's relevance as a mega-region and as the first private, intercity passenger rail system in the entire nation. Supporting this projects means supporting Florida's economy, the creation of thousands of jobs, and an improved quality of life for our state.

Sincerely,

Gerald D. England
Orlando, FL 32812-6026

November 17, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE
Room W38-311
Washington, DC 20590

Dear Mr. Winkle:

I would like to express my strong support for All Aboard Florida. The project would re-establish passenger rail between two of the state's most congested, visited and populated regions. This new service would have beneficial social and economic impacts for the millions of residents that travel along the state's east coast.

As Florida surpasses New York to become the nation's third most populous state, the influx of cars on our roads will increase dramatically. The project will remove up to 3 million vehicles on the road per year. The re-introduction of passenger rail along the FEC translates to less congested roads in the South Florida and between South and Central Florida, which are some of the most dangerous in the country, and result in increased productivity for train passengers. We need other transportation choices. In my review of the Draft Environmental Impact Statement, I found the following to be especially true,"The Project would have a beneficial impact on the passenger rail transportation network between Orlando and West Palm Beach by providing potential customers with an alternative means of transportation."

The All Aboard Florida project represents a real solution to the transportation challenges in Florida. I cannot wait to get on board!

Sincerely,

Gerald D. England
Orlando, FL 32812-6026

November 17, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE
Room W38-311
Washington, DC 20590

Dear Mr. Winkle:

I am writing this letter to express my strong support for the All Aboard Florida project. This necessary infrastructure project will improve mobility in Florida by reintroducing passenger rail along the existing Florida East Coast Railway corridor, creating thousands of jobs and generating millions in economic impacts.

All Aboard Florida is beneficial for Florida's 19 million residents and more than 95 million tourists. Florida's roads are already some of the most congested in the country, and the expansion opportunities are extremely limited. As our population continues to grow, we must look toward alternative mobility options. The Draft Environmental Impact Statement says, "The Project would have the beneficial impact of removing 335,628 auto vehicle trips per year from the regional roadway network in 2016 and 1.2 million vehicles in 2019."

There is no other infrastructure project will change Florida's landscape and economy and benefit the environment like All Aboard Florida. This intercity passenger rail system will become a new infrastructure backbone and a benefit to our state.

Sincerely,

Gerald D. England
Orlando, FL 32812-6026

November 17, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE
Room W38-311
Washington, DC 20590

Dear Mr. Winkle:

I would like to express my support for All Aboard Florida. This project will result in significant environmental benefits to our state.

Leveraging an existing rail corridor that is more than 100 years old means the project will have minimal impact on our natural environment. The project will net regional air quality benefit through a reduction in Vehicle Miles Traveled (VMT) and associated air pollutant emissions with the reduction of 3 million vehicles from area roadways.

As the Draft Environmental Impact Statement says, "Air quality in the region would be improved through the reduction of vehicles from the roads and highways as riders move instead to the proposed passenger rail service between Orlando and West Palm Beach. The Project would decrease emissions of carbon monoxide (CO), nitrogen oxides (NOx), sulfur dioxide (SO2), volatile organic compounds (VOCs), particulate matter less than 10 microns in diameter (PM10) and particulate matter less than 2.5 microns in diameter (PM2.5) by 2016. By 2030, the Project would reduce CO emissions by 1,654 tons, NOx by 192 tons, VOCs by 59 tons and PM10 by 7 tons."

The reduction of cars may also translate to tentative reductions in tax payer dollars allocated for the maintenance of major highways and arterial roads along the corridor.

All Aboard Florida is a sustainable, privately-funded project that will improve the quality and prepare Florida for a better future.

Sincerely,

Gerald D. England
Orlando, FL 32812-6026

Main Identity

From: "Shirley Robertson" <gorhsr@comcast.net>
To: <AAF_comments@vhb.com.>
Sent: Monday, October 27, 2014 3:36 PM
Subject: All Aboard Railroad plan

Mr. John Winkle:

I am a resident and taxpayer of Palm City, Florida, and wish to cast a negative vote for your plan to use the existing tracks through Stuart for your Miami-Orlando passenger run.

I. Main concern is the safety through our small, simple crossings which exist in Stuart. Crossing to reach Martin Memorial Hospital will be impaired by cars as well as ambulances, etc. with possible life threatening waits. I know, I am a widow who lost my husband to a sudden heart attack in 2006.

2. The ancient bridge crossing is a peril to all boaters, both East and West of the bridge, since it's low clearance when down traps all vessels except a row boat. The numerous additional operations will not enhance any of the problems that currently exist. This waterway services not only recreational marine activity but also commercial.

3. Vibration and noise are a true hazard to nearby surroundings. Also I have not read any plan to make the new tracks double across the waterway; therefore allowing only one direction at a time to wait the crossing.

4. No projection of ridership has been pubished which seems extremely odd. A forecast of profit has never been revealed. No money base will certainly NOT be seen in Stuart or nearby areas.

Our subdivision is totally against your pathway and wish you would re-visit a plan utilizing the tracks down the middle of the state. My attitude represents 800 properties in Palm City.

Yours truly,

Mrs. H. S. Robertson

12769 Mariner Court
Palm City, FL 34990

-

Sunday, October 26, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S. E.. Room W38-31
Washington,DC 20590

From what I read in the local papers, no one cares what the citizens who will be affected by the All Aboard Florida project think or say. It is a "DONE DEAL." It makes me sad to think that money talks and greased palms pay no heed to the legitimate concerns of those affected. I urge you, Mr. Winkle, or a truly impartial representative to follow the entire route of this fiasco to see how truly unfeasible it is. Property values, tourism, emergency response efforts among others will be adversely affected. Please come and experience life along the Treasure Coast as it is now before it is changed forever.

Sincerely,

Judy Robb

Judy Robb
Palm City, Florida

P.S. I would be happy to have you and Mrs. Winkle stay at my home if you can visit. JR

Mr. John Winkle
Transportation Industry Analyst
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

November 30, 2014

Mr. Winkle,

I am responding to the proposed All Aboard Florida Draft Environmental Impact Statement, and I do not agree the information presented accurately quantifies the negative impact to navigation. The report favors the proposal in most all instances and negative impacts are minimized. I recommend the FRA endorse an independent study to help balance the overwhelming supportive analysis presented. The citizens and government officials of Florida need to understand the actual impacts the proposed action creates.

The primary area of concern I have with the report is the minimization of project's impact to free navigation across three primary waterways: Saint Lucie River, Loxahatchee River and the New River. All three locations have unique characteristics that the proposal negatively impacts from a social economic standpoint. The citizens and businesses in these areas depend on the ability to navigate through the passages. The vertical height of the moveable railway bridges in the closed position limits the majority of vessels from passing through freely. The Saint Lucie River crossing is impacted by the proposed action more than the other two moveable bridges on the FEC corridor and proposed route of All Aboard Florida. Saint Lucie River crossing will remain single track, which eliminates any possibility of simultaneously crossing of trains from the north and south. This constraint nearly doubles the impact relative to the other two crossings.

The analysis presented depends on modeling algorithms and outputs that are not presented in the report. An output log showing the daily activity of the rail traffic and vessel traffic every 2 minutes each day of the week and during special events will provide the information to understand the assumptions diving the analytical model. Visual representation of the railway bridge operation and vessel traffic presented at the DEIS public comment meetings, substantiates the model lacks necessary input affecting navigation. The visual representation lacked the effects of current, wind, vessel wake, navigation skill, and the physical width of the passage preventing movement of vessels in both east and west directions. These inputs will change the output results significantly.

The loss of life and safety risk created by prolonged railway bridge closures is not addressed. This topic was identified as one of the highest concerns by navigational users early and is not addressed in the DEIS. Navigating through the narrow opening in a short amount of time will create chaos and rage as competition heightens to make it through the passage before the next closure.

Given the quantity of trains running during the daylight hours, combined with the freight trains, it is improbable to operate the proposed action and not unreasonably impede navigation. The USCG comments to the second navigation study dated June 2nd 2014 clarifies that the Coast Guard makes the ultimate determination as to whether or not the impacts to navigation caused by increased rail traffic is unreasonable. It is unclear how the proposed action will operate the high frequency of trains and not unreasonably impact navigation.

Reviewing the Navigation Discipline Report for the Saint Lucie River raises concerns about the validity of the DEIS.

1) Vessel count data presented in section 5-19 occurred from 1/3/14 thru 1/17/14 for a total of 15 days in winter months. The report claims the period is high vessel traffic season. Boating traffic is generally lower in winter months than summer due to higher winds and lower temperature. Data collected at the Saint Lucie river from June thru August recorded a 55% increase of vessel traffic over the data presented in the report. This increase in vessel traffic needs to be updated in the DEIS to accurately quantify the proposed action's impact.

2) Weekend vessel count during the same period recorded 468 vessel crossings per day compared to 256 reported in the DEIS. The DEIS under estimates the weekend vessel traffic by 83%. This one finding alone is significant enough to require DEIS correction and resubmitted for public comment.
3) Impact to navigation through the Saint Lucie crossing is dependent on two bridges, the FEC railway bridge and Dixie Hwy drawbridge. The bridges are within 230 feet of each other, and many vessels require both bridges to open at the same time to pass through. The Dixie Hwy bridge operation is dependent on FEC bridge closure and the relationship is not included in the DEIS. Prior to the railway bridge closing, the Dixie Hwy bridge remains closed for a period of 8-minutes, and is indicated by a red flashing warning light located on the FEC railway bridge. The impact to navigation has a dramatic effect on the daily amount of time navigation is impeded. The DEIS claims 42 closures per day at 8 minutes per closure = 366 minutes or 5.6 hours per day. This combined with the DEIS reported impact of 42 closures x 15 mins = 630 minutes or 10.5 hours, creates a total closure of 10.5 + 5.6 = 16 hours daily mostly during daylight hours.
4) The DEIS report of 42 closures includes 18 freight trains and 32 passenger trains. The sum of 18 freight and 32 passenger trains is 50 crossings per day, suggesting a minimum of 8 crossings daily will be two trains per closing. Each closure according to the report averages 15 minutes, which means single train crossings will need to be less than 15 minutes to accommodate 20% of the closures having two crossing per closing. The reality of 80% of crossing to occur in less than 15 minutes is overly optimistic, especially considering today's operation takes 25 minutes for single crossings, and more than 40 minutes for two crossings, both not including the 8-minute impact from the Dixie Hwy drawbridge. The proposal would require a greater than 100% improvement in operation to achieve the reports claim. An improvement of 20-30% should be used in the report with the mitigation plans presented.

The proposed action does not mitigate the impacts to navigation. The current construction of the railway bridge cannot meet the future need of All Aboard Florida. The negative social and economic impact to all communities along the passage is underestimated, and the DEIS would be far better served if a fair and balanced proposal is submitted.

Regards,

Tom Rising
Citizen of Martin County
Palm City, Florida

1520 SW Pendarvis Court
Palm City FL 34990
November 30. 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave., SE., Room W38-31
Washington DC 20590

Dear Mr. Winkle,

There is something inherently dangerous when a company which has no funding in place and no permits for the project starts construction on a building for the project. I refer to the station being built in Miami for the "All Aboard Florida" project.

In my opinion they have absolutely no intention of running 32 passenger trains per day. They will offer to "compromise", but the real intention is to increase their freight traffic. This company has been secretive to say the least. Your office will be held accountable if they are allowed to ruin the coastal cities by laying additional tracks along the fragile waterways. Please do not let this happen. The tracks must be elevated and/or further west of the coastal cities. Please pay careful attention to the bridge over the St. Lucie river at Stuart, for example.

I am in favor of trains! My grandfather was a conductor on the "Big Four", Cincinnati to Chicago. But the location of the tracks must not destroy our environment for future generations.

Thank you for your thoughtful consideration

Sincerely,
Patricia A. Pendergast

740 SW 31st Street
Palm City, FL 34990
September 29, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Washington, D.C. 20590

Dear Sirs:

Please do not approve the application and concept of All Aboard Florida as an addition to the Florida East Coast Railroad. The addition of thirty-two high speed commuter trains in addition to the current freight trains will totally bottleneck all the towns on the east coast of Florida. In addition boaters will find it next to impossible to navigate through the Stuart Railroad Bridge which will require an additional thirty-two closings per day. The railroad company will tell you it will only require 15 minutes per closing but from 62 years of experience I have had to wait as long as 4 1/2 hours to pass through the bridge. The bridge is often closed for a half hour or more due to second trains or for trains traveling in opposite directions. This will greatly impact charter boat operations trying to reach the ocean.

Yours truly,

Capt. Bob Pelosi

Capt. Bob Pelosi

November 26,2014

Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Room W38-31
Washington, DC 20590

RE: ALL ABOARD FLORIDA SERIOUS SAFETY CONSERNS

Dear Mr. Winkle,

Your organization has stirred up quite the hornets' nest on the Treasure Coast of Florida. I have lived here in this beautiful community since 1982. I lived here when there was no big multi-billion dollar Roosevelt Bridge, that was originally built to elevate the traffic congestion when the railroad trestle was lifted to allow marine traffic to pass through the narrow channel. The standard laughing joke in town was you were late for your business meeting because "the bridge was up"! It was a wonderful excuse because all of us had been caught by the bridge at one time or another! Then, about 10-12 years ago, the federal government assisted our community by helping us build a beautiful high-rise bridge that took away our standing 'excuse'.

Now you talk about splitting our quaint village again (Stuart's the best kept secret in Florida) and, yet again, you'll be steam rolling through this village and dividing us into the East side and the West side of the tracks. What good did the billion-dollar bridge do because we're right back where we started with the obsolete trestle bridge?

Local merchants and restrantuers have revitalized the downtown area bringing life and fun back to Stuart. Imagine sitting outside one of our new gourmet restraunts and having the sound and vibration of one of the 32 train trips through Stuart ruining your evening? Revitalization has taken many years and a lot of hard word by many people!

I have a serious point to highlight that, to my knowledge, has not been addressed in any of the political rhetoric I have read. I also went to the meeting at the Kane Center that was a complete waste of time. I was an elementary school principal at a school north of the Roosevelt Bridge for many years and an assistant principal of another northern school for even more years. There are two elementary schools and the county's Environment Studies Center that each child in the county, in grades K-8, visits once a year. They are all on the east side of your proposed tracks. These three centers are mandated to write a Nuclear Disaster Evacuation Plan each year, because they fall within the ten-mile radius of the South Hutchinson Island Nuclear Power Plant. Plans must be reviewed and approved by the Federal Nuclear Regulatory Agency annually. The schools bus yard, however, is on the east side of the tracks with no access to these schools. This is where we have a serious rub. During my tenure as Principal, we had a brush fire that came to the edge of the school fence. With the cooperation of the school bus department, my staff and local police and fire rescue, we safely evacuated 650 children and 75 adults from that property without an incident, in 20 minutes. From the time the buses were called until the last bus left, we were out of there in lightning speed!!! It would never happen if your trains were running through Stuart, severing the access to the busses. We have 21 schools in our county and 18 are on the west side of the tracks. There are no safe means to get to the children out of 18 schools. Martin County is known for its excellent schools but AAF is going to put 18,000+ students in jeopardy because we can't safely evacuate them in times of crisis or inclement weather. Simple mayhem! Parents will stop your trains to get to their kids! That's a guarantee!

Another point; please use the tracks that run through the middle of the state. They are there, use them and don't disrupt the entire Treasure Coast. No one locally will receive any benefit from your trains, only headaches! We don't get a stop! It's faster and cheaper to drive to Orlando from Stuart. Make your plans and "GO WEST FROM WEST PALM BEACH". You won't have 10,000 riders a day! You'll go bankrupt at the taxpayers' expense and then bring in the freight trains, which is the original goal of your company!

I implore you to reconsider this route. There are plenty of cows in the middle of the state that would be thrilled to see a moving object rolling

through their quiet pastures but the Treasure Coast is strongly opposed to **any** part of AAF!

Sincerely yours,

Gail S. Olsen, BSE. MEd, EdS
1575 SW Shady Lake Terrace
Palm City, FL 34990

Mr. John Winkle
Federal Railroad Administration
Room W38-31
1200 New Jersey Ave. SE
Washington, DC 20590

Sept. 23, 2014

Dear Mr. Winkle:

My husband and I moved to Stuart, FL in 1987 after searching all over Florida for a retirement location.

When we arrived in Stuart, we felt as though we had found Paradise! It was and is a beautiful small city in Martin County, with retirees and young families living here in harmony.

Now the whole area is going to be spoiled by the arrival of the many trains passing through our lovely downtown area where we enjoy concerts, outdoor eating at nice restaurants and watching boats go by on the St. Lucie River. This will be ruined by the noise, disruption of traffic, etc. of the trains passing so near by.

Our population here is not going to benefit at all from the trains (32 per day!!!). It is a known fact that there will not be that many passengers traveling from Miami to Orlando. We as Americans are very attached to our cars! It will be much more expensive for a family of four, for example , to ride the train up and back to Disney than it would be to drive the family car and have the use of it while in Orlando!

As I am sure you know, there will be MUCH FREIGHT USE OF THESE TRAINS, as the Panama Canal is being enlarged for shipping from China to the Port of Miami, which is now being readied for more activity. Then goods will be put on the "All Aboard Florida" trains, to be sent through our Treasure Coast counties, disrupting our peaceful quality of life. We are aware these will be mostly FREIGHT TRAINS, not passenger trains!

Please do what you can to stop the ALL ABOARD FLORIDA trains ! They can put tracks out west of Martin and Palm Beach Counties where there is vacant land.

Thank you.

Patricia C. Nye

Patricia Colloredo Nye
3954 Osprey Creek Way
Palm City, FL 34990
patnye1229@yahoo.com

JAYNE A. McMELLEN
1595 SW Monarch Club Drive
Palm City, FL 34990
772-223-8270
skipjayne@comcast.net

November 9, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue S.E.
Room W38-31
Washington, D.C. 20590

Dear Mr. Winkle:

I am compelled to write to voice my objections to All Aboard Florida plan. Having lived for most of my life in the Boston area, I moved to the Treasure Coast in 2009 due mainly to the life style afforded and the ambiance of the area. I feel strongly that that the addition of a high speed rail service running 32 trains daily at 100 miles per hour, in addition to the current FEC rail traffic, will negatively impact the residents along the coast for the following reasons:

- Delay of emergency vehicles – If even one critically ill person is affected due to a delay caused by a train, that is one person too many. Public safety should be a prime consideration. There are no alternative routes for EMS vehicles to use to access the hospital without traversing the rails.
- Regular traffic delays – During the season it has become increasingly difficult to navigate the additional traffic in the winter months. Blockage due to the railroad will increase the frustration of delivery, local, emergency and marine traffic.
- Environmental concerns – Last week I had lunch at Sailor's Return restaurant. A freight train moved through at its normal speed of approximately 40 mph and the ground actually shook. In addition, the noise from the train required us to forstall our conversation until the train passed the area. It is also expected that pollution from the trains will increase. Overall, detriments to the environment will exacerbate if the high speed trains are allowed. I am sure that there are many other structural issues that I am not aware of that also need to be addressed.
- Economic concerns – Stuart and the surrounding areas have opened many new shops and restaurants since I have lived here. It is a lovely area and attracts at lot of foot traffic which greatly contributes to the economy. These stores will suffer if the current proposal is implemented. The area is currently recouping from the issues of the last six years. The railroad may reverse any gains achieved.
- Financial concerns – Should All Aboard Florida fail, the taxpayers are the ones who will be affected by any potential bankruptcy procedures. A possible decrease in property values due to the project should also be considered.

Currently, I see no benefit, only concerns, for the residents of the Treasure Coast with respect to All Aboard Florida. I implore you to reconsider the proposal and to take into consideration the repercussions to the residents of the Treasure Coast. Please allow us to continue to grow and to preserve both the historical significance of the area and the very special quality of life that we currently enjoy.

Very truly yours,

Jayne A. McMellen

Sondra L. MacArtney
2174 SW Whitemarsh Way
Palm City, Florida 34990
November 20, 2014

Federal Railroad Administration
1200 New Jersey Ave. S.E.,
Room W38-31,
Washington, D.C. 20590

Dear Mr. Winkle:

All Aboard Florida may be appealing to residents of communities from West Palm Beach south to Miami, but to those of us who live in the towns north of West Palm Beach up to Orlando there is not only no apparent benefit, but the trains will be unbelievably detrimental. There will be no stops in the northern section and thirty-two trains a day going through. In Stuart, having all these trains going through may very well ruin the downtown area, where the tracks go right through the middle of town. It will impede our access to the hospital, as well as hold up emergency vehicles.

Florida has always attracted boaters and millions and millions have been spent here to raise the height of bridges to accommodate boats passing under. Now those boats will be held up for much longer periods of time than before waiting for the low railroad trestles to go up and down. Will we stop attracting boaters to Florida?

The most serious concern, however, is one that we haven't heard much about. How many more freight trains will be coming through once the new Panama Canal is open? Then there will be huge amounts of freight coming into Miami and it will be shipped up North from there. Thirty-two passenger trains a day will seem like nothing compared to the amount of freight trains!

Why can't this railroad go through central Florida where it would not be so damaging to so many communities. Wasn't there a plan at one time to run tracks between I95 and the Florida Turnpike? And would you need 16 trains a day from Miami to Orlando or vice-versa? Passengers could surely have enough choices with two trains in the morning and two in the afternoon or evening.

I am enclosing an opinion page from our local newspaper which has many interesting letters from local residents. I hope you will give your most open-minded attention to the valid concerns of the area residents. Thank you.

Sincerely yours,

EDWARD D. LOSCH
2603 Juniper Court
Palm City, Florida 34990
772-336-4725

December 1, 2014

Stuart News
Letters to the Editor
P.O. Box 9009
Stuart, FL 34995-9009

Rather than perpetuating the Florida East Coast rail monopoly, what the State needs is some old fashion competition that uses public funds to benefit the majority of Floridians, not just a favored few. Let's kill two birds with one stone!

Suppose the State and Federal Governments fund a twenty year project to construct another major north-south highway serving the interior of the state - say initially from Orlando to Miami via Yeehaw Junction and the eastern shore of Lake Okeechoobee. They could acquire a right of way with sufficient room for a parallel high speed monorail system and a lower speed freight and local passenger system designed to service and develope the entire area. Coastal areas would be served from west to east to compete with FEC.

Some of this right of way would then be leased to a new, entrapreneueal rail firm that would operate the monorail and lower speed rail line and would be funded and operated privately. Land development would be one of the funding incentives for the private sector as it was for the pioneer developers of DisneyWorld and Orlando.

An ambitious project, yes, but one that satisfys a number of future needs, not the least of which is another major north-south interstate and more land accessible for the growing, aging US population that loves to retire to Florida and brings all those retirement checks that help the Florida jobs market for the younger generations.

The old saying "haste makes waste" seems to cover the current situation where a connected, vocal minority is rushing through a self serving project that is not in the long term interest of Floridians or the Country in general.

Edward D Losch

Rose Lester
2120 SW Brookhaven Way
Palm City FL 34990

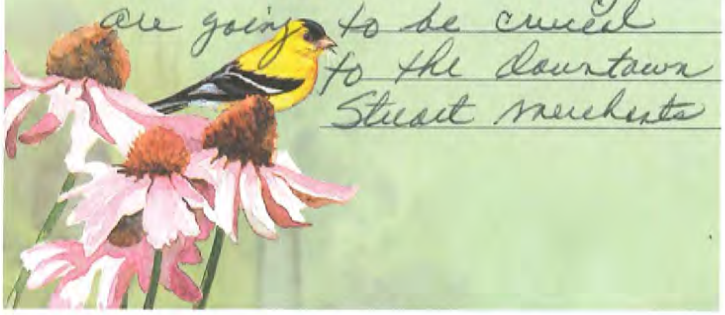
John Winkle, Fed'l. Railroad Adm.
1200 New Jersey Ave., SE
Rm. W 38-31
Washington, D.C. 20590

Dear Sir,

I would like to voice my concern on the "All Aboard Florida".

This will have a huge impact on emergency vehicles. Just last week a friend, in a ambulance was held up at a crossing on the way to the hospital. This could be a life or death issue.

The railroad crossing are going to be crucial to the downtown Stuart merchants



The tracks should be built west of this developed area. That is where they should be spending their money.

I do not object to progress and think anything to relieve automobile traffic is a good thing, but not in this area. Like I said, build those tracks west of here and there would be no problem having a train pass through.

Thankyou for your time,

Rose Lester

Other folks will be more specific voicing their objectives to All Aboard Florida than I will be in this letter.

It appears to me that no matter how many people write in and voice their objection it will be effort wasted because this is a done deal. Folks are under the impression that this is being done mainly to move passengers which of course is a big lie. Passenger traffic will not come anywhere near the expense of building All Aboard Florida. The money will be made in moving cargo and the length of the trains will get longer.

Just imagine all those trains coming through our small towns. Just imagine the stalled traffic, the stalled boats, the noise, the anger rising among the people who live here. One need only to "follow the money" to see that once again, we the people, are not getting a fair deal. A happier solution is for them to use the tracks west of our towns and that could eliminate many of the horrors we foresee.

MINDY JOY
4342 SW DUNDEE CT
PALM CITY FL 34990

Who is riding this train?
16 Times a day?
112 times a week?
They would have to rent a car on arrival!
Have those people profiting from this do a trial run along proposed route to see the number of homes + businesses that will be affected 32 times a day. See how many crossings both streets and waterways would be involved.

Route this high speed carrier West of the Xpke. and I-95 to disturb the least number of people in their homes, cars or boats.

What are those developers thinking?
They are full of HOT AIR.
see photo

Nancy Ivers 906 Winters Creek Rd. Palm City Fla. 34990

Mr. John Winkle
Federal Railroad Association
1200 New Jersey Avenue SE
Room W38-311
Washington, D. C. 20590

Re: ALL ABOARD FLORIDA

Dear Sir:

I am a fortunate resident of Sandhill Cove—a retirement community with extensive health-care facilities, located in Palm City, Florida, adjacent to the charming little city of Stuart. These facilities are jeopardized if we cannot easily and quickly reach our doctors and hospital east of Stuart's railroad tracks.

Although the Emergency Medical vehicles can cut through long lines of traffic and traffic lights, they cannot cut through a train, and private vehicles must wait their turn at the crossings. Freight trains cause long back-ups of cars and trucks, and after the train has passed, there is often a red light or two before the cars are allowed to cross.

Increasing the number of trains at our crossings present a real problem for us (and for the shops on the east side by the river); and the increased train traffic must be a distinct annoyance and property loss for the many upscale communities whose properties are adjacent to or on both sides of the tracks.

There are tracks a few miles west of Stuart in the countryside. Why cannot these be improved and utilized to carry the passengers and freight of All Aboard Florida, instead of jeopardizing and disrupting the lives of those in the proposed path?

Signed,

Nancy Int-Hout

Nancy Int-Hout
2301 S.W.Capri Street
Palm City, Florida
October 16, 2014

Oct 5
2014

John Winkle
FRA
1200 New Jersey Ave SE
Room W38-31
Washington, DC 20590

Sir;

I have lived in Stuart for 35 years and have dealt with the old Roosevelt Bridge and train trestle crossing. Waiting to get a boat on either side is a nightmare. now, what will it be at 32 more trains crossing that old slow bridge. The rail bridges takes 7-10 minutes or more just to run opening + closing cycle. Cars must wait long intervals too -

(2)

Oh yes, not to mention the Ambulances and Car Crossings at the many Crossings to the main Hospital.

Downtown Stuart will be rendered almost inaccessible by this level of train traffic. Plus freight trains to deal with.

Don't ruin our Town with this disaster.

Joyce Hickory
1650 SE Crossing Circle
Palm City, Fl
34990

From: Gail J. Herr
2145 SW Waterview Place
Palm City, Florida 34990
gjherr@hotmail.com

Mr. John Winkle
Federal Railroad Administration
Washington, DC

Dear Mr. Winkle,

I live in Palm City, Florida. Our neighboring town is Stuart, the county seat of Martin County. The region is called the Treasure Coast because of the shipwrecks offshore. My husband and I retired here 16 months ago, after dreaming for many years of retiring to Florida.

A threat to our quality of life is on the horizon. A company called All Aboard Florida proposes to run 32 passenger trains daily from early morning until late at night from Miami to Orlando and back along the tracks through Stuart. These reportedly would be high-speed trains, going up to 110 mph. We already have 14 freight trains daily on this corridor. As we all know, the widening of the Panama Canal undoubtedly means more freight is coming through Florida. Florida East Coast Railroad, the company that owns the right-of-way, has indicated that they expect freight to triple in the next few years. That means we could expect more than 70 trains a day (7 days a week) coming through the Treasure Coast, including our little town of Stuart. The freight trains are slower, but they could be up to TWO AND A HALF MILES LONG. We have 28 grade crossings in Martin County, 352 total on the Treasure Coast, so that many trains will undoubtedly cause traffic problems by blocking intersections for long periods everyday.

The tracks in question are the original Florida East Coast Railway tracks laid down by Henry Flagler in the 1890's. The railroad is largely responsible for opening Florida to development and tourism. Floridians are justifiably proud of the history of the railroad here. The issue is, that the world is different now, and so is Florida. The lovely little towns and villages that grew up around the tracks will be severely negatively impacted by this new plan to run faster trains, and a huge number of freight trains on the same tracks through the downtown areas of our towns. I'm told by native Floridians who grew up here that downtown Stuart was a bustling little town center in the Seventies, then declined through the Eighties and early Nineties, and has been lovingly brought back through hard work and investment. When we were looking for a place to retire, my husband and I fell in love with pretty little Stuart. There are boutiques and shops, restaurants, an historic old theater, parks, beautiful fountains, a good hospital, and a boardwalk along the Intracoastal Waterway. If there were long trains and fast trains, it would all be ruined. The railroad is planning to double track through town, and we will lose parking spaces from that. People won't want to fight the congestion caused by the trains, and risk getting stuck at a crossing when trying to come in or leave. It would mean the failure of many small businesses, and the loss of many people's dreams. Woudn't it be ironic if the railroad that helped to build our Florida towns was the engine of their destruction?

Another serious consideration is the impact on marine traffic along the Treasure Coast. In Stuart there is an old train trestle over the St. Lucie River, leading out to the Intracoastal and the St. Lucie Inlet. There is

no plan to improve or double track this bridge, so it will become a bottleneck. Trains waiting to cross (from both directions) will block grade crossings, causing traffic congestion. The bridge is less than seven feet above the water level, so it stops marine traffic completely when it's down for a train to pass. With 40, 50, 60, or 70 trains a day, it could be down more than it's up. The bridge is old and sometimes gets stuck. People have waited over an hour for it to come up. (On a recent Sunday afternoon it was down for 2 and one half hours due to mechanical failure) If multiple trains are expected the operator just leaves it down for an extended period. This happens with only 14 trains each day. Imagine the situation with many more trains. The impact on recreational and commercial boat traffic is clear. This bridge crosses the Okeechobee Waterway, a passage from the Gulf of Mexico to the Intracoastal and the Atlantic, used by commercial marine traffic. People in the marine industry from Broward to Brevard Counties are very worried about the impacts on marine traffic through this and other bridges in our region. The Coast Guard has been flooded with responses to their survey this month regarding obstacles to navigation. They are planning to hold hearings for public comment.

All Aboard Florida (AAF) is a subsidiary of Florida East Coast Industries (FECI), which is a subsidiary of Fortress Investment Group, a New York City hedge fund. Florida East Coast Railroad (FECR) is also a subsidiary of Fortress Group. FECI has applied for a 1.6 billion dollar loan from the Federal Railway Administration (FRA). This is supposedly to be used for double tracking and infrastructure improvements for the "passenger" service. But make no mistake, the increased freight from FECR will be coming over those same tracks. This is not a coincidence. If it looks like a shell game to you, you're right. The end result is that the largest taxpayer loan in history would be used to put trains on a track that shouldn't carry those trains, to the great detriment of our communities.

There are tracks that go up the center of Florida, in less populated areas, owned by CSX. FECI will not consider using these tracks, although that has been suggested. It is cheaper for them to use tracks owned by their sister company than to lease from CSX. There is a passenger service called Amtrak Silver Star that runs up the central tracks. They run 2 trains a day, but they aren't full. AAF says they will fill 32 trains a day, carrying 12,800 people to and from Miami and Orlando every day. They say they will make money, even though passenger train service loses money consistently throughout the world. They say they won't be taking any public money. What do they think that 1.6 billion dollar loan is? In addition, each community will have to pay for safety upgrades to their crossings. AAF told FRA engineer Frank Frey that they would not follow his safety recommendations even though he said trespassing on the tracks is "epidemic" in our region. (The tracks run right through populated areas. How can we stay off the tracks?) People are not accustomed to high speed trains here, nor are they used to the frequency of trains that could be coming. The executives at AAF seem to think if we want public safety we should pay for it, while they make profits and take them out of our area.

I could continue listing detrimental impacts to our way of life: the tracks go through state and regional parks and preserves, which will impact threatened wildlife; property values will drop, especially near the tracks where noise, air pollution, and inconvenience are worst; derailments and train collisions will increase with the number of trains; tourism will suffer; and emergency vehicles will be delayed along with other traffic, causing a major safety hazard. Our local hospital has written a letter of concern.

I know the current administration would like to promote high-speed rail.There may be many benefits. But this plan is a boondoggle. It isn't well thought out. A man who lives in our region named Harry James Bruce is the retired Chairman and CEO of Illinois Central Railroad. He wrote to the Miami Herald, "The new owners of Florida East Coast Industries are bound and determined to fashion a silk purse out of a sow's ear. High-speed rail, when properly developed, requires original equipment manufacture. But what is being proposed is a retro-fit in, on and around an already existing freight railroad structure. In my opinion, this is not the product of sound engineering." He goes on to ask, "Why are they proposing to

build and finance rail passenger service that has proven, worldwide, to be unsustainable as a private-sector enterprise?" Presumably he knows a lot more about trains than I do, and he doesn't like this idea either. If we are going to have high-speed rail in this country, we need to do it in a planned, well thought out way. It will take billions of dollars and many years. Specifically, the coastal tracks in Florida are not the place for fast trains or dozens of freight trains every day. There has to be a better way.

I am a volunteer with Florida Not All Aboard, a grassroots organization formed in February 2014 when we started to understand what this train proposal would mean to us. We have a website, a Facebook page, and a petition. Our petition has gathered nearly 30,000 signatures in 7 months. In my unscientific data collection, I would estimate that less than 5 percent of the people I talk to on the Treasure Coast about the trains are in favor of the plan. Some people are uninformed and when they hear the facts they are strongly against it. In a small way our efforts have even been noticed by some national media. (Wall Street Journal July 4, 2014 Interview with Kasey Traylor) Our opposition is gaining ground. We feel strongly that we are in a fight to protect our way of life. More than thirty local governments and community associations have passed resolutions opposing this plan. Health care providers and fire/rescue agencies have also made public statements of concern.

Please consider the detrimental impacts to people's lives before allowing this project to go forward. The groundswell of opposition from the residents of counties from Broward to Brevard is too great to ignore. It is a waste of tax dollars, and could turn into another loss for the American taxpayer.

I know that the DEIS was published this week. I haven't read it yet, but I will. I'm told there was a "finding of no significant impact". If you've read my letter this far, I hope you will agree that people who live here can list a dizzying number of significant negative impacts. I'm disappointed that the so-called "experts" who implemented the study didn't see the truth, or at least didn't write the truth. It's not hard to understand why Americans don't trust government. (I'm a liberal Democrat saying that!!)

Mr. Winkle, tell All Aboard Florida to go start over and make a plan to build tracks up the center of Florida, or the center of the Florida Turnpike, or to invest in ocean shipping instead of rail. There must be a way they can make profits without ruining the lives of ordinary people. The people of South Florida deserve better. Americans deserve better. Shame on all of us if we let this happen.

Sincerely,

Gail J. Herr

Gail J. Herr

709 Winters Creek Rd.

Palm City, FL. 34990

9/26/14

Dears Sirs:

I am totally against the ALL ABOARD FLORIDA connection between Miami and Orlando. The disruption now is bad enough. Adding 32 road and bridge closings and really more (due to freight train increases) will have a negative effect on everyone living along the south Florida coast. No matter where we go on land the delays will be enormous and on the waterways it will be mass pandemonium .Boats will be piled up on the narrow New River in Fort Lauderdale where all kinds of marine services are located, not to mention the Okeechobee Waterway connecting East and West coasts of Florida. Today most bridge closings on the St. Lucie River cause at least a ½ hour delay each.(approximately 10 closings a day).Add 32 more closings a day and the RAILROAD will wreck not only the Marine services industry in South Florida but also the land values west of the RR bridge over the St.Lucie River (Okeechobee Waterway)

Sincerely,
Barbara Hearon

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

I am very much against "All Aboard Florida". I don't see any advantages except if you happen to live in one of the "stop cities" and need to go to an airport - The multiple towns along the route will suffer the noise, danger and traffic stops to the detriment of these towns.

Please rethink this proposal!

It is not logical!

Marilyn Greenlaw
Palm City

If you need additional space, please attach a second sheet to this page

Florida 12-3-14 NO-TO-TRAINS

Photo by John Gordash

Made in USA

WEST PALM BEACH, FL 33
PM
03 DEC 2014

Lets keep Stuart + the Treasure Coast beautiful - We don't need nor Want this awful train speeding through our communities. Turn it off and keep our area "train free" of speeding + holding up all the traffic. Lets not allow Big Train to ruin our valuable neighborhood!

Victoria Fiebig
Hammock Creek
Palm City
FL

To:
JOHN Winkle
Federal RAILROAD ADM
1200 New Jersey Ave SE
Room W38-311
Washington, DC. 20590

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12/02/14

Petition to have All Aboard Florida change course!

www.floridaNOTallaboard.com

Florida NOT All Aboard, P.O. Box 2043, Palm City FL 34991

Petition summary and background:	**If AAF is allowed to utilize the coastal rail tracks as planned, there will be an additional 32 passenger trains per day through our coastal towns and over our old bridges, including three major marine bridges; The New River, Loxahatchee and St. Lucie River. There will be an increase in noise pollution, traffic congestion and major safety concerns in our coastal towns. It is predicted many homes and businesses that are impacted by the train will have a decrease in value. AAF will cause longer commutes to work and could affect emergency response times. The projected number of trains is up to 50 freight and passenger trains per day! Freight is projected to increase with longer trains/more freight trains. AAF=All About Freight! AAF should not use any taxpayer money for this "private" venture. AAF needs to change their course from Miami to Orlando!**
Action petitioned for:	Stop All Aboard Florida from using the FEC train tracks. They should build new tracks west of our towns without the use of U.S. Government backed loans or funds.

Printed Name	Signature	Address	Comment	Date
Carrie Fadden	Carrie Fadden	2035 39th Ave VB	STOP	12/2/14

2412 SW Foxpoint Trail
Palm City, FL 34990
386-264-1648

November 21, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue SE
Room W38-311
Washington, DC

Dear Mr. Winkle:

We are writing to express our grave concerns about the plans to build a high-speed rail system from Miami to Orlando, known as All Aboard Florida. The environmental impact statement states that "the project will have an overall beneficial effect on the public health, safety and security in the rail corridor". They certainly cannot be referring to the rail corridor in the Palm City/Stuart area and elsewhere along the Treasure Coast. Or maybe it is because the consultants who prepared the report were paid by All Aboard Florida – where is the "independence" required for transparency? In any event, we believe that the environmental impact statement did not adequately address the effect on Martin County (and other adversely affected counties).

We purchased real estate and moved from Maryland to Palm City 3 years ago because of its proximity to the beautiful waterways and a slower pace of a small community. We enjoy doing just about anything outdoors and loved the small-town feel of Palm City and the nearby Stuart area. I hope someday you will be able to visit our area to see how special it is and so that you may understand the horrific impact that All Aboard Florida will have on our community. If you took a 10 minute car ride along our main thoroughfares -- Indian, Monterey, Osceola, Routes 1 and A1A to name a few – I believe you would be hard pressed to say that All Aboard Florida will improve our community and the quality of life we currently are so blessed to enjoy!

This negative impact is greatly increased if you also took the time to travel the North Fork of the St Lucie River so you could envision the effect on boating traffic. In case you are unaware, the St. Lucie Canal is the only cross-state canal system and provides transportation for both freight and pleasure craft. I have read that it is projected the St. Lucie Canal bridge will be closed for 10 hours per day to allow for the increased train

traffic. You are in a better position than I to know whether that is an accurate estimate. But I do know that boating is vital to our economy and the quality of life in Martin County!

Where is the business case for 32 passenger trains a day, a so-called commuter line. Even in the populous Northeastern corridor, Amtrak historically operates at a loss and requires over $1 billion in Federal subsidies. The "Fun Train" destined to Orlando went bust as recently as 1998. What has changed in the Florida economy to suggest that 16 round-trips/day between Miami and Orlando would be a successful venture without Federal subsidies?

Regardless of the economics, our community cannot handle 32 high-speed passenger trains a day. And that is only counting the number of passenger trains. The marketing of All Aboard Florida has been silent on expansion of the plans to increase the number of freight trains to 20 per day, bring the grand total of train trips through our area to 52.

What would your neighborhood look like if 52 train trips went through it per day? How would the automobile traffic be affected? Would you want to ride your bike or go out for a walk? How would you feel about your children and grandchildren being exposed to trains traveling at speeds of 110 mph? What if a family member needed emergency medical treatment and treatment was delayed because of closure of the road for a train? We are not talking about trains that will be traveling on the outskirts of town. These are trains that travel through and bisect downtown Stuart, alongside parks, marinas, shops, restaurants, performing arts theater and other businesses – establishments that are just making a comeback from the downturn in the economy.

Please help us to stop this travesty while it is still time. There are more suitable plans that could be explored, such as moving the tracks West along the I-95 corridor. While this would be more expensive to All Aboard Florida, there is considerable expense to the private citizens of Martin, St. Lucie, Brevard and other adversely affected counties. Why should we and generations to come bear tall he burden for this commercial endeavor? Thank you for taking the time to read this letter and consider its contents.

Respectfully submitted,

William D. Eaton, Jr.

Cynthia A. Eaton

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

Your plan to run 32 trains/day thru our small and quiet Treasure Coast community will destroy the very nature of our peacefull life. The economic and personal problems it will bring are very significant:

- Major road disruptions and traffic tie ups.
- Significant noise and vibrations thru town
- delays for Emergency responders
- Major marine delays because of the long closures of the railroad bridge in Stuart, Fl.
- a reduction of parking places in downtown Stuart
- a reduction of out-of-town visitors to our town adventown economic hardship to our merchants.

all of this can be avoided by sending your passenger and freight trains to the CSX railroad tracks west of our community.

PLEASE DON'T RUIN OUR LIVES ON THE TREASURE COAST.

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

1) Written comments may be submitted tonight, in the boxes provided
2) Comments may be made orally at this meeting (to the court recorder)
3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	DONALD A. DIEBOLD
Address	1250 SHORELINE DRIVE PALM CITY, FL. 34990
email	Please provide your email address if you would like to receive notification when the FEIS is available DADIEBOLD @ BELL SOUTH. NET

John and Alice De Luca
6424 SW Busch St.
Palm City, Florida 34990
202 379 7928

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave, SE
Room W38-311
Washington, DC 20590

November 23, 2014

Re: All Aboard Florida Comments

Dear Mr. Winkle:

I am writing to submit my comments regarding the environmental impact All Aboard Florida (AAF) will have on the East Coast of Florida.

The very least that should be done is to move the right of way inland and away from the densely populated towns and communities in the northern half of the project.

In our view allowing AAF to go forward along the costal right of way will have a negative impact on the quality of life in South Florida. Among the many reasons opponents object to AAF the following have been most often raised.

1. There is an alternative inland right of way in the northern portion of the proposed route which affects fewer people and creates considerably less disruption to local populations.
2. The Noise and traffic disruption in the towns along the right of way not serviced by AAF seems an imposition without a resulting benefit.
3. Emergency vehicle access, local traffic and waterway traffic will be delayed and disrupted .
4. AAF promises to mitigate the environmental impact, but AAF does not specify what it is prepared to do.
5. Ridership is grossly overstated; freight traffic is understated, and the freight traffic appears to be the main motivation for the project.
6. Minority and low income communities will be negatively impacted.
7. Public Health and Safety impact is not adequately addressed.
8. Grade crossing hazards will be greatly increased all along the route by 32 daily trips.

Residents of Palm City and other towns along the route have raised and addressed a number of broad issues with which we are also concerned. However, we are most urgently concerned about the detrimental effect AAF will have on the quality of life

seem to agree, even if reluctantly. No landowner, not even one as powerful as AAF has a right to create a terrible nuisance on its property. The public most affected is against this project.

We are not against industry and progress. Indeed, progress is necessary and sometimes inconvenient. Progress advanced at the expense of the public, and which brushes aside public concerns with a cavalier attitude, as has happened here, is not acceptable. At the very least, the northern half of the right of way should be modified and moved inland to prevent the irreparable damage that the current route will cause.

We urge that AAP be directed away from our towns and villages.

Sincerely,

John and Alice De Luca

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments: Sir,

The Proposed ALL ABOARD FLORIDA trains thru the Treasure Coast, (Martin County, St. Lucie County and Indian County) will be a detriment to this area. 32 trains a day, (16 in each dir. from Miami to Orlando), in addition to numerous Freight trains will put a hardship on the residents in this area. In Martin County alone we have 28 RR crossings, most in populated areas. The impact on traffic at these crossings will be tremendous. Emergency vehicles, ambulances, police and fire-rescue units will be impacted. There will be due to delays surely some loss of life. Foot traffic at these crossings will be hazardous! --- It will affect tourism as well as quality of life for businesses and residents! --- The RR crossing (bridge) at St. Lucie river in Stuart is old and worn. It takes a long time at this time with only a few trains, for boat traffic to get through. In the future with such an increase of trains, ~~[illegible]~~ commercial as well ass pleasure maritime ventures will have long delays. This can cause hardship on waiting boaters at this narrow passageway (and accidents). Thank you for your Consideration!

Eva D'Angelis

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

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   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	EVA R. DANGELICO
Address	946 SW LIGHTHOUSE DRIVE PALM CITY, FL. 34990
email	Please provide your email address if you would like to receive notification when the FEIS is available sjefeneva@aol.com

Kathleen Cort
3603 S.W. Pitch Way
Palm City, FL 34990

December 1, 1014

John Winkle, Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Room W38-311
Washington, D.D. 20590

Dear Mr. Winkle:

I would like to go on record as opposing vehemently any plans to build a high-speed rail line through the middle of my community! Thirty-two trains a day, (plus the usual freight trains) disrupting traffic, inconveniencing the public, wasting fuel by idling hundreds of cars and trucks which have to stop repeatedly at railroad crossings to allow these trains to pass, is an abomination! And this doesn't even factor in the issues of emergency travel by first responders for medical emergencies. Our Primary hospital you may or may not be aware is EAST of the existing railroad tracks.

We mostly all agree that mass transit would be a nice thing to have, but not at the expense of destroying vibrant town(s) along the South East Coast of Florida. Redirect the trains to unpopulated areas WEST of town or better yet, build an elevated train facility down the center parkway or adjacent to the I-95 Corridor, which would be the SMART thing to do. I am so distressed about this I am about to have a stroke. I am 75 years old (a Native Floridian, originally from Miami) and thought I could retire and live out my remaining years in Palm City. Now, I guess we had better put our house on the market before the prices plummet, and move away. To where? I don't know, but clearly, Stuart, Jupiter, Vero Beach, Cocoa and places South are going to be ruined. I left Miami 22 years ago because of the traffic, noise, crime and congestion. This was painful. Now you are doing it to me again and I'm ANGRY!

Just for the record. I do not live in Stuart or near the railroad tracks, so I will not personally be affected by the noise that this increased rail traffic will cause. I will however, along with thousands of others, be negatively affected in a **huge** way when seeking medical attention or perhaps dining out at one of the many high-end restaurants east of said railroad tracks.

You and I know, along with anyone else with half a brain, that this multiple train route being foisted on "We The People" is a **Freight Line** being rammed down our throats and it will forever change the quality of our lives both economically, physically and emotionally. It will be simply awful!!!

Kathleen Cort

Kathleen Cort

John N. Castellucci

2743 Southwest Glenmoor Way

Palm City, Florida 34990

2 December 2014

Mr. John Winkle

Federal Rail Road Administration

1200 New Jersey Avenue SE

W38-311

Washington, D.C. 20590

Dear Mr. Winkle,

Palm City, Florida is located in Martin County. It is just west of Stuart, Florida. Martin County is part of the Treasure Coast. St. Lucy County, Indian River County and Martin County comprise the coastline counties of the Treasure Coast. The Treasure Coast is about to be plundered and devastated. The main population centers are located on the Atlantic coast, predominantly in a narrow band which is about 15 miles wide. The west of this narrow band is what may be best termed central Florida. Central Florida is mainly agricultural and rural. Population is sparce. The region is given over to cattle ranches, sugarcane fields and other small agricultural enterprises.

The rivers of the Treasure Coast generally flow from west to east and empty into the Atlantic Ocean. These rivers, mainly the St. Lucie and the Loxahatchee at their western headwaters comprise of narrow creeks and streams flowing through mainly flat farm land. These rivers become much more formidable in size and flow as they reach to within 10 miles of the Treasure Coast. Now, they gain markedly in width as they reach the coast. They also help to form long coastal lagoons and

finally gain the long, narrow barrier islands so famous for their beauty and popular ity as an attraction for habitation and ocean activities such as boating and fishing.

Inland central Florida has an easy geographical situation for road and rail building. Land is flat, there are a few people to displace. These roadways and railways already exist and it would be eminently easy to expand to accommodate more road or rail activity. The rivers are narrow and are easy to bridge with shorter spans in a flat geographical situation. There are few existing highways going east and west in this part of Florida. They can be easily carried over the flat transportation network of road and rail where necessary.

AAF is a Fruedian abbreviation for "All Aboard Florida ". Let us tell it like it is. It is " All About Freight ". We citizens of Florida owe a debt of gratitude to Henry Flagler who built the Florida East Coast Railway with his own ingenuity and capital . The coastal railway did much to foster the development of a mosquito riven and a virtually unpopulated Peninsula to become the modern metropolis it is today. A coastline railroad was the order of the day to serve Florida which had previously depended only on boat traffic and a small military land track. He did what was needed then to build that railroad at the turn of the late 1800s. The track alignment was meant to serve many cities in coastal east Florida. Technology of the time and necessity of the economics of the railroad dictated it would bend and curve and cross the landscape touching many cities yet unborn. The cities in their nascent form were only small fishing camps and farm communities growing mainly pineapples. The tourist meccas of the time awaited the discovery of air conditioning, mosquito control and a population in motion. By 1895 the railroad trace in southeast Florida for the FEC was pretty much as it is today. By 1920 the railroad had extensions to Key West for anticipated freight and passenger traffic with the building of the Panama Canal in 1914. The railroad building, so arduously constructed, could not accurately foresee that boom in freight traffic from Key West would not happen. When a hurricane in 1925 devastated the island hopping engineering marvel it was not rebuilt . Economics and common sense were strong factors in the decision not to rebuild.

This was the essence of the Florida East Coast railroad's business decision. The companies' personal money was a big factor in this decision. As in all decisions, good sense and prudence must prevail for a happy outcome. This concept of good

sense and prudence must prevail today. What was good idea 100 years ago needs modification, good planning and a need for current day assessment to keep up with the changing time in the last hundred years. There is no need to comment about changes that modern society has undergone.

" If you have lemons, make lemonade". If you have owner ship of a railroad that needs to turn a profit for the shareholders, then the bottom line of positive income becomes the dominant factor for your continued existence. The Florida East Coast railway is owned as a subsidiary of a New York investment conglomerate under a name of Fortress Enterprises or some such. It is secretive about its plans and hides under the guise of not having to disclose their business plans because it is a private enterprise. A reprise, you have to pass the bill to see what is in it. These moguls have to prop up a need for their "lemon"i.e. the railroad for its continued existence. It is a ploy from the beginning of railroading , have government pay for their expansion and then the railroad reap the benefits in perpetuity. The government is something we have lost sight of in a sense that is We The People are the government. It is our money that is on the line for expansion as well as returning trips to the ever giving fountain so it can contribute more money to an enterprise that may be failing in a perceived public need for continuing monetary support. It's called subsidy, in a word. Haven't we been down this road before?

I do not want to see my money go to waste. Does Florida indeed need upgrading of its freight transportation of the Florida East Coast railway in view of the expansion of the Panama Canal to accommodate super Panamax ships for the handling of containerized freight. These ships need an increased depth of port channels of water from the current 50 feet depth to about 52 feet. Many millions of public dollars will go for dredging of current port channels for added depth. The New York and New Jersey Port Authority is another example of poor application of common sense in having to raise bridges, namely the Bayonne Bridge between Staten Island and New Jersey, to give better port access to Newark and Elizabeth. I am getting too far afield.

But, what's in it for me to fatten the wallets of Chinese exportation of products formally made by our now unemployed workers. The millions of containers to be off loaded in Florida are on their way someplace but are of little benefit to Florida.

I am happy to see more employment on the docks and highways of Florida but that has to be some consideration in common sense as to who pays for the " freight". Should I support a system from which I derive very little benefit but in so many areas but much liability? A scam is a good word to apply to what is happening here in Florida. FEC is spreading money about the landscape to politicians, lobbyists and lawyers. Make no mistake about that. What they are about to foist on the folks is great bottom line business greed in New York.

Florida East Coast railway may fool some of the people some of the time. They really do not want to go into the passenger carrying railroad business. They were there in that busness for 50 odd years but cut out of business in 1987 because it was unprofitable. All passenger railways need government subsidies. Is it prudent to modernize the East Coast railway to fulfill practically nonexistent need to transport tourist passengers from Miami to Orlando? Amtrak is already in place doing that passenger business. Over the road, intercity buses using existing highways can do the job as well. Thirty two added passenger trains a day will cripple the lifestyle and quality of life we so much enjoy here, on the Treasure Coast.

Let the railroad conflate its story about the need for high-speed passenger service. Let them not throw up the subterfuge of a possible station in Stuart or St. Lucie. The Treasure Coast does not need a station for practically no one to go practically anywhere. High-speed rail needs a fairly straight track run with a special roadbed. Rivers in downtown cities do not fit into that picture.

I am not happy with putting a side story of the current Amtack run from Lorton, Virginia to Sanford in northern Florida. My wife and I took the train two years ago.The train literally hurtled through the night for at least three hours while was impossible to stand or sit without dire possibility of injury to life and limb. Amtrak does not have its own trackage for that run. It uses mainly rented CSX freight tracks for this passenger line. There were many switches and many curves. How the train stayed on the track is of cause for continuing wonder.I wrote a letter to the railroad and did not receive the courtesy of a reply. The same letter went to the Federal Railroad Administration. They did not reply either.

Freight tracks can not handle high-speed passenger trains with safety. The recent mishaps of rail traffic as in Spain or the Bronx, New York easily bring forth images of train hazards. An occurrence of significance could occur on the St. Lucie bridge and have downtown Stuart in the state of isolation. The medical facilities are on the east side of the current trackage. Some of the current freight trains can be up to 175 cars. This line of train could block many crossings and easily block access of one side of town from the other. The same situation would hold in Jupiter, Palm Beach, Port St. Lucie and other localities.

Common sense would dictate the usefulness of a high-speed, dedicated track route but not through heart of the Treasure Coast. We will spend the money to enhance FEC's lemonade stand only to shortly discover the mistake we made with our money and have to do it again. So, do it once in the right place and be done with it. There is no time of the essence factor but let us not build a debacle in the first place.

" All About Freight" is not in the interest of Treasure Coast residents. We choose to live here and keep it within our best interest by local control rather than the wants of the downtown boardroom who never will never have our needs as paramount.

Sincerely,

John N. Castellucci

October 27, 2014

John Winkle, Federal Railroad Administration

1200 New Jersey Ave. SE, Room W38-31

Washington, D.C. 20590

Regarding the All Aboard Florida proposed railroad from Miami to Orlando:

From my residence in Palm City, I have been impacted in my travels to the city of Stuart (Florida East Coast crossing); the medical facilities at Martin Memorial Hospital as well. (the Monterey FEC crossing). Also, my trips to the beaches on Hutchison Island are impacted by the FEC crossing at Indian Street. In other words they are a problem in everyday living in this area. What All Aboard Florida does now jumps from inconvenience to destroying the benefits of living on the Treasure Coast.

John Canavan

2313 SW Manor Hill Dr.

Palm City, Fl. 34990

October 27, 2014

John Winkle Federal Railroad Administration

1200 New Jersey Ave. S.E.

Room W38-31

Washington, D.C. 20590

Regarding Florida All Aboard Railroad proposed link from Miami to Orlando.

From my house in Palm City I must cross Florida East Coast tracks to get to Martin Memorial Hospital, or I can go north to SR 76 to Stuart, again crossing the tracks of F.E.C. to get to the hospital. Many times in the past 5 years I have sat at Monterey Road waiting for 100+ freight cars to clear before proceeding to my destination . Please don't make a bad situation into a death situation.

John Canavan

2313 SW Manor Hill Road

Palm City, Fl. 34990

9/22/14

Barbara B. Berns
2224 SW Brookhaven Way
Palm City, Florida 34990
772-781-1212
Berns1217@AOL.com

Dear Mr. Yonkle,

I live just "over the bridge" from Stuart in a golf community of over five hundred homes. Within a five mile radius there are at least five other golf communities of equal size. Other than small strips here & there of shops, residents in Palm City must drive to "town", culture centers, doctors' offices & the main hospital in our area by traveling over railroad crossings. Sitting at a railroad crossing, even occasionally is disconcerting. As an aside, our largest theater is located on a street, Flagler Ave, parallel to the tracks. During symphonies, you can imagine the distraction as you hear the nearby train going by.

I can assure you that if "All Aboard Florida" comes to fruition, Stuart's downtown shops will soon be boarded up. My greatest

fear is ambulances not being able to arrive at homes or at the hospitals in time to save lives, as they'll be delayed waiting at railroad crossings.

It has been suggested that All Aboard Florida's tracks could be built down the central lane going north south, avoiding towns on the Treasure Coast.

It is apparent that politics ... & money ... persuaded decision makers to develop present plans. As towns die, & they will die, Florida will have lost tourists & residents in the Treasure coast ... & this is without addressing the maritime issue.

I don't understand why "shuttles" would not be just as effective. Cleveland has shuttles for 3.+ taking passengers from their airport to Chicago.

It is my hope that you will read this letter & take my points into consideration.

Yours truly,

Barbara

(Berns)

A personal note...

11-3-14

Mr Winkle

Can anyone anywhere please name a track transportation system that is not publicly supported? I live on Martin Co & am feverishly against this track running thru when there is a good track just west of Rt 95.

Marilyn Anderson

Mrs. Marilyn Anderson
1722 SW Waterfall Blvd.
Palm City, FL 34990-4769

8008 9th. Hole Drive
Port St. Lucie, FL 34952
November 18, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Avenue S.E.
Room W38-311
Washington, DC 20590

Dear Mr. Winkle,

I am writing about our concerns with the proposed All Aboard Florida trains and the impact on our local communities. This project will have detrimental effects on many aspects of our population including our tourists, boaters, daily traffic delays, emergency personnel, not to mention the general quality of life issues.

While it would be nice to have a high speed rail system from Miami to Orlando, this is not the way to get that accomplished.

The train bridge over the St. Lucie River in Martin County takes approximately 20 minutes to open and close. Since there are no plans to double that track, the trains will be backed up through town waiting for the trains coming from the other direction to pass. What about Confusion Corner in downtown Stuart? First Street in downtown Stuart? Jensen Beach Blvd.?

Another huge problem is the marine traffic issue with the bridge crossing the St. Lucie River. If the train bridge is in the down position for even the 32 crossings, it will be closed for more than 10 hours per day. REALLY? Would you bring your money, your boat, your yacht to this area to contend with that nonsense, or would you take your money elsewhere? The answer is obvious. This is unacceptable for our residents as well as our marine industries. The St. Lucie Canal is the only crossstate canal system, which provides transportation for freight and pleasure crafts.

I seriously believe that this is one of the greatest threats to our quality of life in Martin and St. Lucie County. Have you ever lived anywhere near a railroad? Our daughter and family live just two blocks away from the train tracks in Jensen Beach. I can tell you that when a train goes by, the house shakes. I can't even imagine what the additional train traffic will do and the negative impact it will have on families and homes all across the counties. If you think we have a problem with tourists now, just wait until the trains go through a zillion times a day and watch the exodus of tourists and boaters from our area.

If you want to move people from Miami to Orlando, find an inland corridor. Leave our beautiful counties alone. We don't want the train… ever….ever….ever!!!!!

Sincerely,

Ellen A Fox

Ellen Fox

Martin Fox

Concerned Citizens

Hi, roland.debiase@comcast.net Sign Out | My Account xfinity.com | Comcast.net | ? Help | Security | Ask Comcast

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To aaf_commrntsvhb.cm
JOHN WINKLE, FEDERAL RR ADM., 1200 N.J. AVE. SE ROOM W38-31
WASHINGTON, D.C. 20590

Cc Show Bcc

Subject: All aboard Fla.

Stop the trains, it will change the quality of our lives, just for them to make more money. We all know they are not going thru this expense not just to make 2 RR stops. They are going to make millions on freight. Do you even have a clue that the RR goes thru an entertainment area. Hundreds of people and children walking across the tracks , cars crossing the tracks especially when there is a special function going on. A play at the Lyric theatre, the Pineapple Festival, a Art Show or Music by the river,. a music festival, I can go on and on. You will be changing our lifestyle and our enviornment.The train goes right thru the downtown area. This is called Confusion corner, can you imagine the confusion with more trains and freight trains. As it is when a freight goes thru there is a bottleneck because it is 15 cars or more.People have patience because it is only one freight train a day. This speed train and freights do not belong thru a city it belongs where there are less people and cars. Do you know that the train tracks are in the backyards of the people that live on Indian River Dr. The extra noise, the vibration their sanity, the air pollution. The last insult is that to subsidize a private project with our tax dollars when we don't want it. Did I mention the trains pass along So Ocean Blvd. The Martin Memorial Hosp. is right down the block.What is going to happen when ambulances have to get to the hospital? This RR has not been thought out, all they see is dollar signs before their eyes. Please listen to us and stop the All Aboard RR.Josephine and Roland DEBiase, 1672 se Portillo Rd., Pt St Locie, Fl 34952

PROMOTIONS

Sponsored Links by Taboola

John Winkle
Fed. RR Administration
1200 New Jersey Ave S.E. Room W38-31
Washington. D.C. 20590

Dear Mr. Winkle,

You are our last hope to stop the All Aboard Fl. RR. Please listen to us and help us stop this disgrace to our communties. No one else listened to us at the meetings. In Stuart,fl. 800 people showed up, We have the most to loose on the Treasure Coast. Downtown Stuart and Confusion Corner is the only Downtown in this area. Have you ever seen this area. It is at the edge of downtown Stuart where the trains run. It was so called confusion corner because even now, there is a lot of activity always going on. There are many activities always going on in town. Holloween parade ,hundreds of children,cars,Right now there is a Craft Fair, tomorrow a Beer F,est,Pineapple Festival, Dancing in the Street., Music Festivals. I can go on and on. Restaurant galore,, Hundreds of stores for shopping people everywhere. Do you think we want 32 speed trains wizzing thru the Treasure Coast and more Freight Trains stopping traffic, making more confusion than we have. One day we were stopped for a freight train ,We had to wait for 30 barges. It took us 20 min. to wait ,idling our cars making more pollution in the air. We had the patience because we figured it was only one time, how about when there is more and more freight going thru..Consider the delays and fustration that will accompany this project. We normally have on any given day ,shoppers, people going and coming to restaurants. There is always traffic We believe this is there ultimate plan,to ship goods that is where the money is. The people park their cars right next to the train tracks. Do you think we need space taken up by another track.? I beg you to look at the area on a map. We cannot see how they even think about it. We went to the meetings, no one could speak, just put your letter in a box. We have already done that. They don't see the people who love this area and are willing to fight for it. All they see is dollar signs before their eyes. We need someone to fight for us and you are our only hope.

800 people at he KaneCenter in Stuart, Fl.
500 people in Pt. St. Lucie , Fl. Civic Center. St Lucie county will receive the impacts and no benefits.
500 or more in Vero Beach,, Fl. it was more than 500 but they allowed 500 in.

Up the block from Confusion corner is So. Ocean Blvd. The trains pass that street, up the street is our main hospital, Martin Memorial and many, many doctors also making car traffic. The worst part being, are the Ambulances and first responders who always accompany Ambulances to the accidents ,are they going to have to wait for the trains and the freight trains to pass first. This was not planned out correctly. You can fix this as the Fed. RR Admin.We have many waterways, with many, many people on the water in their boats. Businesses thrive with the tourists because of our water. Now they want to build more train tracks over the water. We are now still working on cleaning up our waters, and now this problem. If we oppose this project so much,how dare they want to use federal and state money to support it. They have asked for a billion dollars dollars, I repeat a billion dollars. They talk about saving emissions by taking drivers off I95 but what about the idling at train stops 32 times a day and also stopping for freight trains In addition AAF will force Fl. Cities and towns already on tight budjects to foot the bill for quiet crossings and future maintences. Doesthis sound fair to you when we dont want it.? What I think will Happen, is that they will get their money, claim bankruptcy and leave us holding the bag. I am sorry for such a long letter, but this is my third to you and I am losing time. We are residents who will have to deal with this and feel deeply about their enviornment and their way of life. Please don't take it lightly as AAF does.Yours truly, Mr & Mrs.Roland DEBiase, 1672 SE Portillo Rd, Pt. St Lucie, Fl. roland.debiase@comcast.net

Nov. 18, 2014

Dear Mr. Winkler,

We know you are a very busy man but could you please read those articles written by reporters. The articles in the Commentary is how we all feel about All Aboard Florida.

Hoping you can help us.

Josephine & Laland LeBeau

1672 S.E. Portillo Rd.

Pt. St. Lucie, Fla. 34952

(772) 335-2950

560 SW Indian Key Dr.
Port Saint Lucie, FL 34986

September 23, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave., SE
Room W38-31
Washington, DC 20590

Re: All Aboard Florida

Dear Mr. Winkle:

Very few people on the Treasure Coast are "all aboard" for the planned trains through our area. In fact, the trains will be a debacle for residents, businesses, the hundreds of boats that would be held up by raised bridges, and Florida's fragile environment.

Has anyone from the Federal Railroad Administration actually traveled on the tracks Florida East Coast Railway wants to use? Those tracks go right through many small, scenic towns, across several bridges, behind hundreds of homes, and cross dozens of roads.

Consider this, please:

- Bridge closings, which will number dozens each day, will last 15 minutes.
- The number of freight trains running through the Treasure Coast will continue to grow.
- Florida East Coast Railway, which would share the right of way with the proposed high-speed passenger service, currently runs an average of 14 trains a day between Miami and Jacksonville. By 2016, freight traffic would increase to 20 trains and would continue to grow 3 percent annually, according to the Environmental Impact Statement.
- All Aboard Florida, according to many reports, is a $2.25 billion sham, created to obtain a $1.6 billion federal loan in order to upgrade existing systems and add a second track from Miami to Cocoa, not to enable passenger service, but to upgrade infrastructure and enable FEC to run more freight trains.
- Everything "envisioned" by All Aboard will very negatively impact hundreds of acres, thousands of people, hundreds of businesses, and hundreds of boats that would be held up by bridges being raised because of trains; yet the railroad will have a "beneficial impact on freight operations," according to the Environmental Impact Statement.

There are tracks available for All Aboard and Florida East Coast Railway already running through the middle of Florida. Using those tracks would cause the least negative impact to the fewest people, no communities, no bridges, and Florida's fragile environment. Why aren't those tracks considered? I'm sure the answer is large profit for the railway on the backs of Americans taxpayers who are asked to fund a for-profit venture and Florida citizens who will receive absolutely no benefit from the railway.

Sincerely,

Linda E. Crawford

Linda E. Crawford
lindaellis3@bellsouth.net

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

- Hurricane + nuclear power plant evacuation are a concern as it effects our roads
- Based on the DEIS there are 78 crossing on the Treasure Coast that will be blocked as the 52 anticipated trains pass through the area. This will impact emergency vehicles, patients + on call physicians who need to move without delays. Concerns for tourists and residents on the beaches to access hospitals in case of shark attacks which are known to happen, and your typical life guard emergencies should be addressed.
- The one track through Stuart will block many of our roads too frequently during the course of 24 hours
- The 1894 bridge (RR) takes up to 20 minutes to close for 52 closures. This will not only block crossings but ~~drop~~ disrupt marine traffic ~~and~~ in and out of our marinas.
- Tourism restaurants businesses property value will be negatively effected
- Local governments will be required to incurr construction + maintainance costs.
- The project as proposed would impact Treasure Coast endangered environment, rivers, Indian River Lagoon
- There is no benefit to the Treasure Coast as the access to hair is not available to "enhance mobility + livability in the community.
- With regard to finding an alternative route + its cost is not my concern. The FEC needs to fund an alternative as part of their business.

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

1) Written comments may be submitted tonight, in the boxes provided
2) Comments may be made orally at this meeting (to the court recorder)
3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Deane + Robert Cline
Address	2624 SE Ruffin Terrace Port St Lucie Florida 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available cvetter1979@aol.com

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
Federal Railroad Administration

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Comments:

My concerns for All Aboard Florida are two simple issues: lack of public safety and no economic benefits. In a meeting on Thursday, November 6th, I observed that the rails where the passenger rail are not heavy and sterdy enough to support high speed rail, for which they have not been maintained & not been used for decades. They have been deteriated due to rust, & I also noticed that the FRA won't work with AAF to upgrade the railroads, which is a major safety issue. We are expected to endorse a project that will be a safety issue to us & no funding will arrive. Also, because no stops will occur, our community would be a ghost town because it would be cut in half, and the area where rail would arrive would need a stop and a park-and-ride, but will not arrive in the future, and by then many businesses, notably mom-and-pops, would be gone

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Optional Personal Information:

Name	Mark Bryant III
Address	1002 SE Pinewood Tr Port St. Lucie FL 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available bryantiimark@yahoo.com

PLEASE!

Do not use my tax money to let the railroad ruin our treasure Coast Area.

Stuart was built around the railroad in Flaglers Day but at present it will wreck havoc on the town area. Martin Memorial Hospital is where many of us go when in need. with the additional trains (including freight & passenger) it will tie up and rumble through our beautiful area an help shatter the old Building allowing the way.

Fort Pierce is in much the same way as Stuart, and Vero Beach also. If they have to have a route, let them Build along I-95 as the Government did with the turnpikes & Innerstates. I spent most of my like building the Innerstate. they were thought out so as not Disrupt the Town.

One again Please Do not let High Finance Dictate To the People.

Joan & Donald F Bart
402 S.E. VARANDA. AVE.
Port St. Lucie, Fl. 34983
772-879-2319.

9-21-14

Dear Mr. Winkle,

An article in our local paper, Scripps Treasure Coast, today 9-21-14 reporting meetings being held Oct. 30, Nov. 5th + 6th 2014.

While in Stuart, I wish you would stroll down the street, talk to the people, visit the museums. If the railroad goes through like A.F.F. wants there we be no more down town Stuart.

And the damage all along the route North will be shameful.

Its not about prosperity, its more money for a few.

One solution is to use the CSX tracks that are further west.

Please talk to the people not the railroad.

thank you
Ann Ballard
465 SE Jupiter Terr.
Pt. St. Lucie, Fla
34983

P.S. My letter is in a red envelope - RED MEANS STOP

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.,
Room West 38-311,
Washington D. C. 20590

December 1, 2014

Dear Mr. Winkle:

You are doubtless aware of the disbelief and astonishment of citizens in our communities that such a disastrous proposal as is being put forward by the Florida East Coast Railway, and its parent, Fortress Investment Group should be visited upon our area. This proposal, under the transparently deceptive name of "All Aboard Florida" is being billed as a "high-speed passenger rail service." This is a canard, and – lest you harbor the least illusion that Florida residents do not recognize this for what it is – may I go on record to assure you that we are not being fooled.

We understand that AAF cannot be profitable running passenger rail service, since there is no passenger rail service in the world that is not subsidized in some way. Therefore, we know that AAF will undoubtedly be running freight, probably toxic freight, and that it therefore will not be high speed. It goes without saying that since there are no planned station stops along the Treasure Coast, this proposal will provide us no service whatsoever.

What it *will* provide our area is un-measurable liability and risk – not to mention that the threat of AAF is already impacting real estate values.

Since I am stating nothing that you don't already know, the real question is: what is the pay-off to your agency for standing impotently by, folding your arms, and taking the position that AAF is an inevitability? When I attended the "public information meeting" here in Port St Lucie on November 6, I was given the distinct impression that FRA had no authority to stop, delay, or even modify the plans being pursued by FEC. Is this true? Is it possible that the government agencies which we fund with our tax dollars are nothing more than sham decoys, meant to give the illusion of oversight?

If there is a vestige of functional merit yet left to the FRA, I encourage you to bring whatever tools at your disposal to force FEC and FIG to change their route plans, so that coastal communities which survive substantially because of their attractiveness to tourists, are not turned into a freight corridor. We can confidently say that permitting AAF to pursue its current course does not represent a sound economic, political, nor ecological decision. There is every reason to stop it now.

A copy of this letter is being forwarded to the editorial board of Scripps Treasure Coast Newspapers, and both Florida senators.

Yours truly,

Arthur Apissomian
Port St. Lucie, FL

Nov. 5, 2014

Dear Mr. Winkle,

Regarding the East Coast Railway high speed train, AKA "All Aboard Florida". This is not really All Aboard. There are no stops here on the Treasure Coast and beyond. That means no benefit at all here, just a lot of major problems.

This train will cut through our area 32 times a day. This effects emergency vehicles, (Ambulances, Fire Engines, police, etc) the Waterways, Wildlife, residential areas, and businesses.

Can you imagine the back-ups at all of the crossings? What

2.

about the extra traffic during Season?

I haven't even mentioned the cost.

Would it be possible for the train to go farthe west?

Thanks for reading this.

Lillian Anderson

P.S.

I really do like trains, but this one is going to be in the wrong spot for this area.

Lillian Anderson
1725 SE Ryecroft Ct
Port Saint Lucie FL 34952-4135

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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11/10/14

Comments:

It seems that the majority of the people do not want this train to run on the existing tracks or not at all. The environmental impact on our coast is already in distress and this will only add to its decline. The impact on property values will ~~be~~ significantly declined & resale will be impossible. We retired here to enjoy the coast & fish the coastal waters. It seems that you want to "OWN" all the coastal land in Florida only to endanger our environment & line your pockets. MOVE the RAILS WESTWARD & leave our beautiful Coast as it is.

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
Federal Railroad Administration

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   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Janet Abbondante
Address	1661 SE Dome Circle Port St Lucie, FL 34952
email	Please provide your email address if you would like to receive notification when the FEIS is available jnjabby@gmail.com

All Aboard Florida Intercity Passenger Rail Project

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Comments:

GO WEST

People will die because EM-
must wait to cross TRACKS-
Big delay!

Houses will Burn waiting for
Fire Dept to cross TRACKS-

People are being consrdered
like trash!!

GO WEST

If you need additional space, please attach a second sheet to this page

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Optional Personal Information:

Name	
Address	Port Salerno!
email	Please provide your email address if you would like to receive notification when the FEIS is available

Oct 29 2014

Bonnie Burton
5519 NW 76 Pl
Pompano Bch Fl 33073

Dear all Aboard FIA
Att. John Winkle

Sir:
I'm 74 years old, a Native Floridian
This All-Aboard FIA Train is a Horrible
Idea — 32 TRAINS A day.
Think of the Boats In Martin
County. Think of the Rail Road
Crossing in Broward - Dade Ct.
This is going to Back up
traffic so Bad. It's terrible now
with just too many people.
This Idea is as Stupid as
dropping tires In the Ocean to
make an Artificial Reef like they
did in the 1950.
32 TRAINS A day. This IS A
BAD Idea - Please Don't Destroy our
FIA. IF you do Have trains Limit
the Number

PLEASE NO NO NO Enough is Enough

Bonnie Hiram Burton

Raymond J. Jones
18439 NW 9 Street
Pembroke Pines, Florida 33029

October 21, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

All Aboard Florida / Draft Environment Impact Statement (DEIS) Comment Period

To Whom It May Concern:

I am writing you to show my support for the proposed Private Sector, All Aboard Florida intercity passenger rail service being proposed by Florida East Coast Industries to operate between Orlando and Miami. I am a resident of Pembroke Pines, Florida and was born and raised in South Florida. This project has the potential of improving our State, increasing revenues and reducing vehicular traffic on our crowded highways and adds jobs for our residents.

All Aboard Florida will add nearly $3.5 billion in GDP to the state of Florida's economy. In addition, over the next eight years the project will generate an estimated $2 billion in labor income and over $600 million in tax revenues for Federal, State, and Local governments.

Beyond the economic benefit, a significant number of jobs will be generated. During the first two years of rail-line construction (between 2014 and 2016) the project is expected to create more than 10,000 jobs on average per year. Beyond 2016 construction and operations of the rail-line and transit-orientated development (TOD) will support an estimated 5,000 jobs annually through 2021. Once construction is complete the rail-line and TOD operations will support over 2,000 permanent jobs.

All Aboard Florida will connect Miami and Orlando in just under three hours with intermediate stops in Fort Lauderdale and West Palm Beach. The project will represent for the State two complementary businesses – passenger rail service and millions of square feet of transit-oriented development, including a mix of hospitality, commercial and residential, surrounding the proposed three South Florida stations.

All Aboard Florida passenger rail system is of significant importance to the State of Florida's economic development and to all of the regions serviced by the multimodal mass transportation. The benefits accrued to the State and to the counties serviced along the corridor go well beyond the quantifications of economic impact by encouraging further business development and providing support to key Florida industries such as travel and hospitality, while also improving the mobility of the labor force.

In addition to job creation and the significant tax revenues the project will generate, All Aboard Florida will serve the transportation needs of the 9 million residents along the corridor, along with the 50 million who already travel between and within the project's planned route on an annual basis. Additional positive impacts generated by the project include:

- ***Enhancing Florida's infrastructure resources.*** Through private investment, All Aboard Florida passenger service will increase the efficiency of, and enhance and improve the existing rail corridor established by Henry Flagler a century ago.
- ***Relief for the region's roads and environment.*** The service will remove approximately 3 million vehicles annually from Florida roads, resulting in less traffic congestion; a decrease in green gas emissions and fuel consumption; and a reduction for taxpayer funding to build and maintain already challenged road systems.
- ***Revitalization for South Florida's downtown centers.*** The project will bring revitalization to the urban cores of Miami, Fort Lauderdale and West Palm Beach, as each downtown station location serves as a hub for optimum connectivity to area shopping, dining, hotels and attractions, fueling growth and catalyzing the urban regeneration of each city.
- ***Increased tourism within the State.*** With visitors to Florida expected to reach 100 million, and 6 million new residents to the State expected by 2020, All Aboard Florida will connect four large tourist destinations and population centers, offering an easy, convenient and comfortable solution to moving more people within Central and South Florida.

The Project would have the beneficial impact of removing 335,628 auto vehicle trips per year from the regional roadway network in 2016 and 1.2 million vehicles in 2019. The Project would also have beneficial environmental effects, such as traffic diversion from I-95 and other highways, economic growth, air quality improvements and energy consumption improvements during operation.

Sincerely,

Raymond J. Jones

Raymond J. Jones

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

ENdangered habitat will be affected by adding new trains through places like Jonathan Dickinson State Park and Savanna Preserve State Park and over 100 mph trains will affect the wildlife.

I Do NOT want the Fed. or the State Government subsidizing passenger trains.

Emergency vehicles will be delayed

Property values will go down

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
Federal Railroad Administration

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   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	TOM TOMLINSON
Address	7170 S.W. RATTLESNAKE RUN PALM CITY, FL. 34990
email	Please provide your email address if you would like to receive notification when the FEIS is available SPORTSSLOUGH @ COMCAST.NET

Charles J Thayer
702 SW Falcon Street
Palm City, FL 34990

November 3, 2014

Federal Railroad Administration
United States Coast Guard

USCG: Require FEC To Share The Waterways & Protect 18,000 Marine Jobs!

I was disappointed that the Stuart FRA Public Meeting was actually a 'sales pitch' by AAF rather than a meaningful discussion of the potential impact of the combined five-fold increase in passenger and freight traffic across our waterways.

[1] My discussion with the AAF Consultant concerning AAF's proposed mitigated time for a AAF bridge cycle [15 minutes] actually confirmed my calculations that our waterways would be closed to navigation during daylight hours.

He stated that 2 passenger trains per hour [32 per day] would only close the bridge for 30 minutes per hour [rather than 40 minutes with the current cycle]; but when I asked about the proposed increase in freight traffic [10 to 20 per day] he said; "that's not us".

The St Lucie waterway bridge is used by both AAF and FEC and one [1] freight train per hour would close the waterways to navigation for another 26 minutes [FEC's own data] per hour; our waterway would be closed a total of 56 minutes per daylight hour.

[2] Keith Quan, AAF Consultant, acknowledged that he wrote the simulation model [projected on a video screen] that predicted 58% of all vessels would have zero wait time each hour. When I viewed his simulation model on the screen it exposed several significant input errors and I certainly hope the USCG takes time to analyze it;

- Boats do not line up 'bumper to bumper' like train cars to wait for the RR Bridge to open – several boat lengths between boats are required for safe passage.
- Keith's simulation has inbound and outbound vessels passing one another between the three bridges – not safe with wind and currents for vessels of any size.
- Keith's simulation is based on vessels clearing the RR Bridge in 5 to 6 seconds rather than the amount of time [3 minutes] required for the lead single file vessel to safely clear all three bridges [Roosevelt, FEC Bridge & US1 Bridge] at idle speed.

Keith acknowledged he had never actually been through our St Lucie bridges by boat. I gave him my card and invited him to join us on our boat to go through the St Lucie bridges so he could better understand why his model is not accurate.

It is essential that the US Coast Guard independently determine the amount of time per hour required for vessels to safely navigate the St Lucie Waterway and require FEC & AAF to keep our navigable waterways open to navigation.

Respectfully submitted,

Charles J Thayer

WATER POINTE
REALTY GROUP

November 3, 2014

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Ave. S.E., Room W 38-31

Washington, DC 20590

I am writing you this letter in hopes that you will take a close look at the impact of the increase of All Aboard's plan to provide passenger train service from Miami to Orlando will have. As a Real Estate Broker in Martin County for the past 30 years, we have already seen a chilling negative effect to waterfront property values west of the Roosevelt bridge over the St. Lucie River here in Stuart and particularly in the Palm City waterfront communities of Lighthouse Point, Seagate Harbor and Palm Cove and most of the waterfront properties to the south along the Okeechobee Waterway.

I also a hold 100 ton Masters license and currently drive dive boats out of Stuart and Jupiter. One of the boats I operate is for Jupiter Dive Center and the boat is docked west of the railroad on the Loxahatchee Waterway. Almost without fail I have to wait 10 minutes before the train arrives and several minutes after the train passes to allow time for the railroad bridge to complete its open and close cycle. The usual wait is around 20 minutes as is the cycle period for the Roosevelt railroad bridge in Stuart. In the event All Aboard Florida is allowed to add 2-3 passenger trains per hour and the cycle period is 15-20 minutes per cycle at both railroad bridges, that will pretty much eliminate all boat traffic at Jupiter-Tequesta and here in Stuart.

Not only is this going to be a "taking" of homeowners rights but will result in a direct devaluation of waterfront property that transitions the waterway on the Loxahatchee River and the St. Lucie River/ Okeechobee Waterway. I can't predict the impact to all of the Marine Industries monetarily but I suspect it will be considerable.

Thank you for consideration on this matter and I look forward to any planned public hearings to be held in Martin County.

Sincerely;

Dan Brady

Capt. Dan Brady, CCIM, CRB

PS: email: AAF_Comments@uhb.com

All Aboard Florida Intercity Passenger Rail Project

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Federal Railroad Administration

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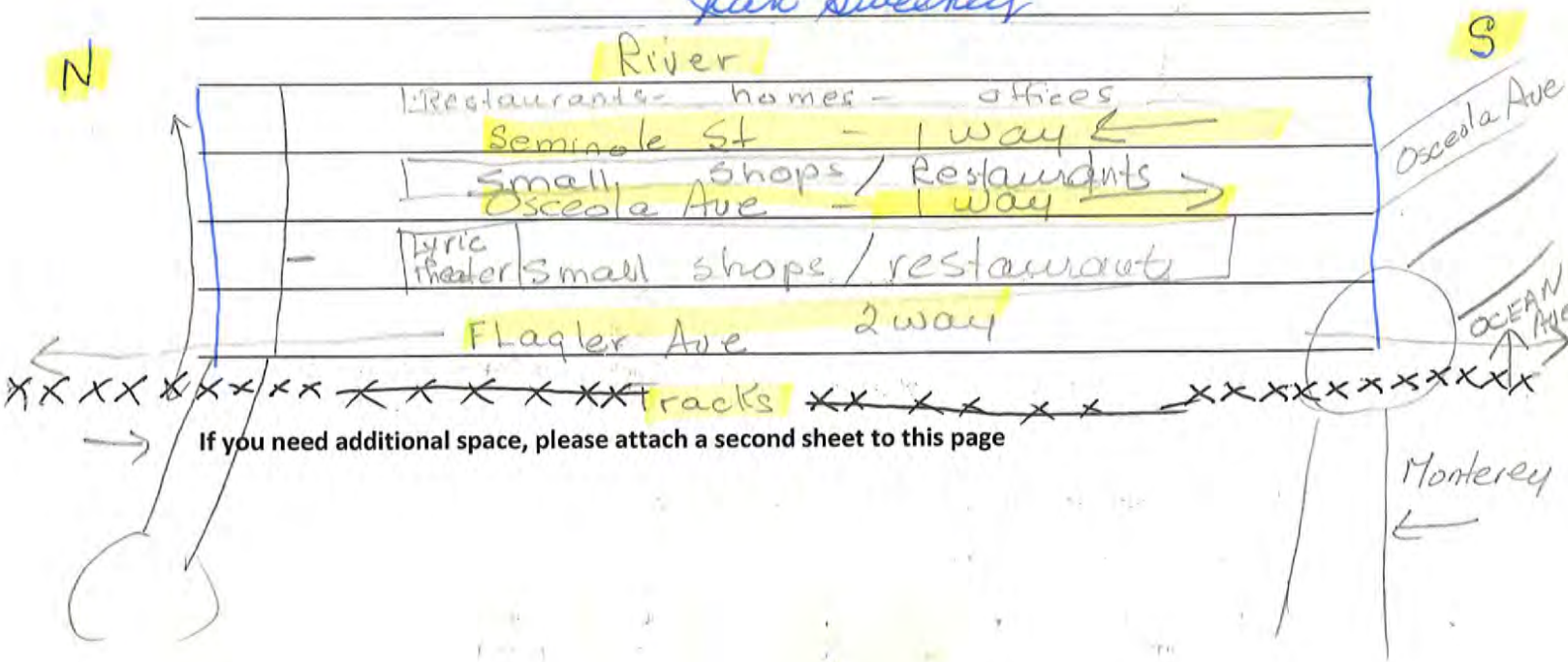
Comments:

Please note that downtown Stuart is one block long and between 2 RR crossings. When both are blocked by a freight train nothing will move.
Please Mr. Winkle - send us a representative from the FRA so we can walk / drive him around our town and show him our concerns. Save our "quality of life".
Thank you.

Jean Sweeney



If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

1) Written comments may be submitted tonight, in the boxes provided
2) Comments may be made orally at this meeting (to the court recorder)
3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Jean Sweeney
Address	2098 SW Olympia Club Terrace Palm City FL 34990
email	Please provide your email address if you would like to receive notification when the FEIS is available sweeney2@bellsouth.net

Federal Railroad Administration
1200 New Jersey Ave. S.E. Room
W38-31, Washington,DC 20590
Attn; John Winkie

Carl St. Philip
1919 SW Little Oak Trail
Palm City Fl. 34990
772-223-1469

Dear John, I know with the widening of the Panama canal,that there has to be a way to move freight north. Even thou a ship could stop in Jacksonville or Charleston, we are dealing with it stopping in Miami.There is so much to deal with along the east coast, why not run it in the center of the state along side the turnpike? The bridge in Stuart is over 100 years old and will not be able to take that much traffic. I am a boater and have waited for 50 minuates for 1 train to pass.How are you going to move 3 trains an hour?

Sincerly, Carl St Philip

CARL ST. Philip
1919 SW. Little OAK
PALM CITY FL 34990

John Winkle.

I know with the widing of the Panama Canel, that there has to be a way to move freight North, even thou a ship could stay in Jacksonville or Charlston, we are dealing with it stopping in Miami. There is so much to deal with along the East coast, why not run it in the center of the state along side the Turnpike. The bridge in Stuart is over 100 years old & will not be able to take that much traffic.

The main reason I use the waterway is to get to the Gulfstream to fish. I have waited 50 minutes for the train to pass. How are you going to get 2 trains a ~~da~~ hour thru. I understand some of the trains will be 2 miles long.

Who gave you the right to run your train thru the center of so many towns? It will break so many towns in half. What about there rights? We have rights too. Please consider them & move the train West.

Thank You Carl St Philip

9-20-14

Dear Mr Winkle

Martin and France Goetz at 2467 SW Nettles Ct. Palm City Fl 34990 are writing this letter to let you know we are very opposed to the AAF running trains through our city of Stuart.

Aside from all the noise and pollution and the bridge being up a great deal of the time, most of our doctors and hospital are located across the tracks. Emergency vehicles would have to wait and it could mean a matter of life and death

The AAF says the taxpayers will not be affected, but you know as well as we do that is not the truth.

Please look and find a place west of Stuart to run your lines. That would make all of us happy. We need to stop this now.

Sincerely

France Goetz

M. J. Goetz

09-21-2014

To: Mr. John Winkle
Federal Railroad administration

From: Gerald Schaub
Palm City, Florida

Re: All Aboard Florida

Sir: It is my opinion that the railway project named all aboard Florida is a bad idea for the following reason.

1. I don't belive that enough people will use the system to be a success financially.
2. Extra rail, crossings and bridges would have to be built or expanded for additional tracks.
3. I can see where safety could be a major problem as it is already an issue with vehicular traffic and pedestrians on railroad right of way.
4. Henry Flagler tried this when rail was a major mode of transpalation and shipping. He become obsessed with this project because he biliev that the Keys would become a major port of trade that did not happen and he underestimated "Mother Nature". It failed twice.
5. Such a huge loan from the government would be a burden to taxpayers if it fails.

Respectfully submitted

Gerald Schaub

5655 SW Savage ST
PALM CITY FL 34990

SANDHILL COVE RESIDENTS COUNCIL

John Winkle, Director
Federal Railway Administration
1200 New Jersey Ave. Rm. 38-311
Washington DC 20590

Dear Director Winkle,

Sandhill Cove Retirement Living is a community of retirement age residents in Palm City, Florida. We are located approximately five miles from Martin Memorial Hospital, the closest medical facility for our residents. To reach the hospital, it is necessary to cross a single track rail line operated by the Florida East Coast Railroad . When trains are passing, the delay is lengthy and presents a definite hazard to the health and safety of patients in need of immediate medical attention.

We are forwarding a petition signed by many of our residents strongly objecting to the All Aboard Florida [AAF] proposal to add passenger trains to those already running. We ask for your rejection of this proposal. There are many more reasons for rejection of this project, but none that affect the health and safety of so many people of Sandhill Cove and the Treasure Coast area of Florida.

Thank you for your attention and consideration.

Sincerely,

Sandhill Cove Residents Council

John P. O'Neil
President
1211 SW Shoreline Dr. Apt. 1103
Palm City, FL 34990

Florida Not All Aboard Petition

To:
John Winkle, Director
Federal Railway Administration
1200 New Jersey Ave Rm. W38-311
Washington, DC 20590

From:
John O'Neil, Residents' Council President
Sandhill Cove Retirement Living
1500 SW Capri Street
Palm City, Florida 34990

The undersigned residents of Sandhill Cove Retirement Living strongly object to the proposal of All Aboard Florida (AAF) to provide passenger rail service between Miami and Orlando. The negative impact of the addition of the 16 round-trip trains (32 trains total per day) on health, safety, traffic operations, economic, fiscal, environmental and quality of life on Sandhill Cove residents-indeed on all Treasure Coast residents-would be serious and significant.

Our most profound objections are in the area of access to Martin Memorial Hospital North. Fifty-two closures per day (32 passenger trains plus 20 freight trains) can impose a significantly negative impact on emergency vehicles, patients, and on-call physicians traveling to our community hospitals. For Patients being transported by ground or water for cardiac, stroke, neurological, OB, respiratory problems, even a slight delay in reaching critical services can result in adverse outcomes and possibly death. There are many other major concerns including the ability of AAF to pay back the 1.6 billion dollar federal loan at a time when more and more passengers rail service throughout the United States require federal or local subsidies to survive.

Residents of Sandhill Cove Retirement Living

Printed Name	Signature	Address	Date
ANNA Sides	Anna Sides	1459 SW Shoreline Dr.	11/3/14
Barbara Folts	Barbara Folts	1701 SW Capri St.	11/3/14
Roger H Folts	R H Folts	1701 SW Capri St	11/3/14
Marti Sellers	Margaret Sellers	1211 S.W Shoreline Dr	11/3/14
Wendell Sellers	Wendell Sellers	1211 S.W Shoreline Dr	11/3/14
John O'Neil	John O'Neil	1211 SW Shoreline Dr	11/3/14

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
Nancy Harper	Nancy Harper	34990 Palm City, Fl 1100 Shoreline Dr.	11/3/14
Donald Harper	Donald Harper	Palm City, Fl 1100 Shoreline Dr.	11/3/14
MARGIE GUIN	Margie Guin	1112 NW SHORELINE DR.	11-3-14
Marjorie EARLY	Marjorie S Earl	1701 SW Capri St.	11/3/14
PAULINA LOWE	Paulina J Lowe	1701 SW Capri #111	11/3/14
BARBARA BEDELL	Barbara S. Bedell	1221 SW Shoreline #2222	11/3/14
Polly Watt	Polly Watt	1221 SW Shoreline Dr #2226	11/3/14
Doris O'Connor	Doris O'Connor	Palm City 1701 SW Capri St 106	11/3/14
ELAINE COOK	Elaine Cook	1100 SW Shoreline	11-3-14
Howard Cook	Howard Cook	1100 SW Shoreline	11-3-14
KENNETH SCHLAMP	Kenneth Schlamp	V1429 SW SHORELINE DR Palm City FL	11-3-14
Katherine Schlamp	Katherine Schlamp	V1429 SW Shoreline Dr Palm City	11-3-14
Nancy R. Hamilton	Nancy R. Hamilton	1100 SW Shoreline Dr Apt. 120	11/4/14
ROBERT BALCI	Robert Balci	1100 SW Shoreline	11/5/14
WILLA SOUTHARD	Willa Southard	1110 SW. SANDHILL Dr.	11/5/14
WILBUR SOUTHARD	Wilbur Southard	Palm City 1211 SW SHORELINE DRIVE	11-5-14
Sherry Corbett	SHERRY CORBETT	1701 S.W. Capri St 174	11-5-14
Richard Santee	Richard Santee	Palm City Sandhill Cove	11.5.14
ELEANOR SANTEE	Eleanor Santee	SANDHILL COVE Palm City	11/5/14
Williams, Joan	Joan Williams	1100 S.W. Shoreline Dr. Palm City, FL 34990	11/5/14
JANE MACE	Jane Mace	1701 SW Capri St Palm City, FL 34990	11/5/14

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
Jess Strauss	[illegible]	Garden South 207 1701 SW Capri St	11/4/14
Betty Parmentier	Betty Parmentier	1100 SW Shoreline #316	11/4/14
Sara Brennen	Sara Brennen	1701 SW Capri St Palm City #224	11/4/14
Jeanne Marnicio	Jeanne Marnicio	1221 SW Shoreline Dr Palm City	11-4-14
Edith Stocks	Edith Stocks	1701 SW Capri St #107 Palm City	11/4/14
Ruth Daunoras	Ruth Daunoras	1121 SW Shoreline Dr Palm City FL	11-4-14
Sally Schmid	Sally Schmid	"	11/4/14
Dorothy Hamilton	Dorothy Hamilton	1701 SW Capri St Palm City Apt 206	11/4/14
Lilly Ann Bailey	Lilly Ann Bailey	1211 SW Shoreline Dr Apt 2209 Palm City	11/4/14
Elmer Jacobs	[illegible]	1439 SW Shoreline Dr P. City FL	11/4/14
Frank Menagh	Frank Menagh	1100 SW Shoreline Dr Palm City FL #300	11/4/14
George B. Clark	George B. Clark	1701 SW Capri St Apt 203	11/4/14
Richard A Stephens	Richard A Stephens	1100 SW Shoreline Drive #217	11/4/14
Marie Bissell	Marie T. Bissell	1100 SW Shoreline Dr. 107	11/4/14
Ann F. Reynolds	Ann F. Reynolds	GN 1221 S.W. Shoreline	11/4/14
Louise Freeman	L Freeman	1221 SW Shoreline Dr	11/4/14
Joan Menagh	Joan Menagh	1100 Shoreline Dr #300	11/4/14
Constance W. Tilly	Constance W. Tilly	1100 Shoreline Drive #320	11/4/14
Anna Snapp	Anna Snapp	1489 Shoreline Dr.	11/4/14
Arlene Jacobs	Arlene Jacobs	1439 Shoreline Dr, P. City, FL-34990	11/4/14
Harry Ruter	[illegible]	Palm City FL 34990 1701 SW Capri St. #104	11/4/14

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
ADA Stephens	Ada Stephens	2170 W. 1000 S.W. Shoreline Dr. Palm City	11/4/14
NANCY INT-HOUT	Nancy Int-Hout	PALM CITY FL 1701 SW CAPRI	11/4/14
NORA HAWGOOD	Nora Hawgood	Palm City Fl. 1701 Swcapri	11/4/14
Renate Heitmann	Renate Heitmann	1469 SW Shoreline Dr	11/4/14
GUNTER J HEITMANN	Gunter J Heitmann	1469 SW SHORELINE DR	11/4/14
Lucette Flanagan	Lucette Flanagan	1509 Shoreline Dr	11/4/14
Gene Flanagan	Eugene Flanagan	"	11/4/14
Jane Coutts	Jane Coutts	1701 SW Capri St.	11/4/14
CURTIS COUTTS	Curtis a. Coutts	1701 SW CAPRI ST.	11/4/14
Frank Bell	Frank W. Bell Jr	1100 SW. Shoreline Dr	11/4/14
Catherine S. Bell	Catherine S Bell	1100 SW Shoreline Dr.	11/4/14
Fern Randall	Fern Randall	1330 Shoreline Dr	11/4/14
ELEANOR WISHART	Eleanor P. Wishart	1320 SHORELINE DR	"
J. T. Pratt	J. T. Pratt	Villa 1479	11/4/14
Abigail Deer	Abigail M Deer	1950 SW Palm City Rd 1330 Shore FL	11/4/14
ERVIN BETTS	E L Betts	Cordova South 202	11/4/14
J A Kuhlman	J A KUHLMAN	1280 SW Shoreline	11/4/14
M A KUHLMAN	M A. Kuhlman	" " "	"
JANE PRATT	Jane Pratt	Waters Edge	11/4/14
Barbara Stoner	Barbara Stoner	1230 Shoreline	11-4-14
JACK BEAUMONT	Jack Beaumont	105 Waterside	11/4/14

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
JANET BRUSH	Janet Brush	1100 SW Shoreline Dr 10C	11/5/14
JOSEPHINE LEBEL	Josephine Lebel	1100 SW Shoreline DR	11/5/14
JOHN KAVANEWSKY	John Kavanewsky	1120 SW Shoreline Dr	11/4/14
Laura Spring	Laura Spring	1701 SW Capri	11/5/14
Julie Bennett	Julie T. Bennett	1701 SW Capri ST.	11/4/14
Maria Campbell	Maria Campbell	1701 SW Capri ST	11/4/14
Lois Smith	Lois Smith	1211 Shoreline Dr.	11/4/14
Peggy Hurlbut	Peggy Hurlbut	1221 Shoreline Dr	11/4/14
ANN BELMONT	Ann B Belmont	1221 SW SHORELINE Apt. 1122	11/4/14
JEAN MCKAY	Jean McKay	1701 S.W. Capri ST #129	11/4/14
Adele Bocksteel	ADELE BOCKSTEEL	1211 S.W. Shoreline DR #107	11/4/14
MARION R. DUFFY	Marion R Duffy	1100 SW SHORELINE DR #324	11/4/14
Regina Brennan	REGINA BRENNAN	1221 SW Shoreline Dr #27	11/4/14
JEREMIAH T. BRENNAN	J.T.	1221 SW SHORELINE Dr. #27	11/4/14
ann marie Torcivia	ANN MARIE TORCIVIA	1100 SW Shoreline Drive 321	11/4/14
ROBERTA MOORE	Roberta Moore	1100 S.W. Shoreline Dr	10/4/14
JEANNE JARDEN	Jeanne Jarden	1701 SW CAPRI ST 264	10/4/14
MJ Shuman	MJ Shuman	1211 SW Shoreline	11/4/14
James F. Madson	James F. Madson	1701 SW Capri St 226	11/4/14
GIS CARLSON	Gilian Carlson	1100 Shoreline Dr #108	11-4-14
Betty Jane Lee	Betty Jane Lee	1112 Shoreline Dr. 1107	11-4/14

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
Frank Manuele	Frank Manuele	1100 SW Shoreline D Sir #220	11-4-14
Don Diebold	D. A. Diebold	1250 SHORELINE DR, PALM CITY	11-5-14
M.J. THUMSER	Mary Jane Thumser	1211 Shoreline Dr Palm City FL	11-6-14
Wilbur Southard	Wilbur Southard	PALM CITY FL 1211 S.W SHORELINE DR	11-6-14
Deborah Kennedy		1141 NW 15th Terrace Stuart, FL 34994	11-6-14
Wm. A. Oughterson	Wm. A. Oughterson	1701 SW Capri St. #112 Palm City, Fla 34990	
Lewis Addison	Lewis E Addison	1701 S.W Capri ST	11-6/14
Janet Marvin	Janet R Marvin	Apt 125 1701 SW Capri Palm City	Palm City 11/6/14
SHIRL MISEK	Shirley Misek	" " " " apt 166	11-5-14
Pat Principe	Pat Principe	1270 SW Shore	11-5-14
PETE MORRISSEY	Pete Morrissey	1221 SW Shoreline Dr " Palm City, FL	11-Nov 2 2014
SUE MORRISSEY	Sue Morrissey	1221 SW Shoreline Dr Palm City, FL 34990	11/5/14
Louise Lucey	Louise M Lucey	1100 SW Shoreline Dr apt 222, Palm City FL	11-15-14
HELEN RUDTKE	Helen Rudtke	1100 SHORELINE DR APT 309 Palm City	11-5-14
REBECCA FORSTER	Rebecca H Forster	1100 SW Shoreline Dr #202 Palm City, FL 34990	11-5-14
John Tait	John Tait	1701 SW Capri St #245 Palm City, FL	11/5/2014
Betty Belshaw	Betty C Belshaw	1701 SW Capri St 1100 SW Shoreline	11/4/14
Gordon Belshaw	Gordon Belshaw	apt 119 " "	11/14
HARRY BISSELL	Harry Bissell	1100 SW Shoreline Dr.	11/14
[illegible]	[illegible]	[illegible]	12-/

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
EILEEN HEINIGER	Eileen Heiniger	34 SE ONTARIO WAY	11-5-14
SHIRLEY BYCZEK	Shirley Byczek	1600 SW Capri no 103	11-5-14
Marjorie Gunnell	Marjorie Gunnell	1100 SW. Shoreline Dr.	11-5-14
DOROTHY FORNI-RUSCH	Dorothy Forni-Rusch	1701 SW CAPRI ST G3161 PALM CITY FL	11-5-14
VIOLA DREW	Viola Drew	1100 S.W. SHORLINE DR	11-5-14
BOBBIE SWEIGART	Bobbie Sweigart	1100 SW SHORELINE DR PALM CITY, FL	11-5-14
Eunice Drewson	[illegible]	1719 S W Shoreline Palm City	11-5-14
DAVID CRAIG	David Craig	1100 SHORELINE DR PALM CITY 34990	11-5-14
SHIRLEY CRAIG	Shirley L Craig	1100 Shoreline Dr #101 Palm City FL 34990	11-5-14
JOAN FORNELL	Joan P Fornell	1100 Shoreline Dr #200 Palm City, FL 34990	11-5-14
GLORIA McDONALD	1701 S.W. CAPRI	Gloria McDonald	11/5/14
NORMA WRIGHT	Norma Wright	1701 SW CAPRI DR PALM CITY 34990	11/5/14
DORIS BEDELL	Doris Bedell	1401 SW Capri St Palm City 34990	11/5/14
ELIZABETH BURTON	Elizabeth Burton	1600 SW Capri 304	11/5/14
Karen Edds	Karen Edds	1211 SW Shoreline Dr	11-5-14
John Edds	[illegible]	1211 SW Shoreline Dr	11-5-14
Dolores Rice	Dolores E. Rice	1211 SW Sandhill	11-6-14
Jos E. Rice	[illegible]	1211 SW Sandhill	11-6-14
Betty Wilson	Betty Wilson	1701 SW Capri St	11/6/14
DORIS HORTON	Doris Horton	1701 S.W. Capri 280	11/6/14
Richard Flicker	[illegible]	1401 SW Capri	11/6/15

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	FULL Address	Date
Helen BREAULT	Helen Breault	WS 201	11/09/14
GEORGE BREAULT	George A Breault	WS 201	11/09/14
MITZI LEYSER	Mitzi Leyser	GN 2221	11/7/14
MICHAEL CARLE	Michael Carle	GS 222	11/7/14
Joanne Sheperd	Joanne Sheperd	V 1409	11-7-14
Dick Genthe	R E Genthe	V 1399	11/7-14
Ginny Genthe	Ginny Genthe	V1399	11/7-14
PRISCILLA TERWILLIGER ~~Priscilla~~	Priscilla Terwilliger	GN2233	11/7/14
MARY JANE HEIMANN	Mary Jane Heimann	GN 2229	11/8/14
CECELIA W. LAWSON	Cecelia W Lawson	GN 2223	11/8/14
LAURA Chasen	Laura E Chasen	WS 223	11/8/14
Marjorie EARLY	Marjorie S Early	Apt 265 1701 SW Capri	11/8/14
Jackie Forrest	Jacqueline P Forrest	GN-2220	11/8/14
Charles Dunn	C Dunn	WS 319	11/8/14
Joan Dunn	J C Dunn	WS 319	11/18/14
Ben Lozitt	[illegible]	GS 205	11/09/14
SALLY MENGES	Sally Menges	W 221	11/9/14
Nancy CARR	Nancy Carr	Martin Downs CC	11/9/14
ED CARR	Edward Carr	MARTIN DOWNS GC	11/9/14
NANCY Murphy	Jane Murphy	GS 266	11/10/14
JANE FERGUSON	Jane Ferguson	GS 122	11/10/14

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
Jetta Turi	Jetta Turi	1100 SW Shoreline Dr.	11/5/14
Joanna Comas	Joanna Comas	1100 SW Shoreline Dr 109	11/5/14
LAURA Chasen	Laura L Chasen	1100 SW Shoreline Dr	11/5/14
BETTY OLSON	Betty Olson	1701 SW. CAPRI #124	11/5/14
ERNEST OLSON	Ernest Olson	1701 SW CAPRI St	11-5-14
DON HOGUE	[illegible]	1701 SW CAPRI	11/5/14
SHIRLEY HOGUE	Shirley J. Hogue	1701 SW CAPRI	1/5/14
DAVID SWANSON	[illegible]	1100 SW Shoreline Dr Palm City	1/5/14
Elizabeth Swanson	Elizabeth Swanson	1100 SW Shoreline Dr Palm City	1/5/14
Esther Fenton	Esther Fenton	211 B Shoreline Dr	11-5-14
Ann Mautino	ANN MAUTINO	1359 SW Shoreline	11-5-14
AL MAUTINO	Al Mautino	1359 SW SHORELINE DR	11-5-14
A M AMODI	Anna M Amodi	1100 SW Shoreline Dr	11-5-14
LILLIAN DIEBOLD	Lil Diebold	1250 Shoreline Dr.	11/5/14
Grace Bailey	Grace Bailey	1211 SW Shoreline Dr.	11/5/14
WALTER WILLIAMS	Walter Williams	1100 SW SHORELINE DR. PALM CITY, FL.	11/5/14
AUDREY & GORDON TITCOMB	Audrey, Gordon Titcomb	1100 S.W. SHORELINE DR	11/5/14
Annette LeVasseur	Annette LeVasseur	1242 Goodman RSC	11/5/14
ML Hennebach	ML Hennebach	322 Sand Hill Cove	11/5/14
Doris Phillips	D Phillips	Sand Hill Cove	11/5/14
[illegible]	[illegible]	[illegible]	11/5/14

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
Laura Spring	Laura Spring	1211 Shoreline Dr	11-5-14
	Laura Spring		
Ann Lanman	ANN LANMAN	" "	11/5/14
Diva L. Ogden	DIVA S OGDEN	Sandhill Cove	11-5-14
Mary Lou Hemsbach	Mary Lou Hemsbach	" "	"
Arthur R Geger	[illegible]	" "	"
Shawn McDonald	Shawn McDonald	" "	11/5/14
Alexis Mitchell	Alexis R. Mitchell	" "	11/5/14
Claudia Lizarraga	Claudia Lizarraga		11/5/14
Leslie Hetcher	Leslie Hetcher	1772 NE 23rd Dr Jensen Beach FL	11/5/14
Kevin Deschle	[illegible]		11/5/14
MARGARET GUIN	Margaret Guin	1150 GN	11-5-14
Tot Mary	Dorothy B. Lopez	1211 SW Shoreline Palm City	
Grace Busk	Grace Busk	" "	11/5/14
Cynthia W. Kelly	Cynthia W. Kelly	Waterside 104 Sandhill Cove	11/5/14
Alison Oughterson	A. Oughterson	500 SE Krueger Pkwy Stuart FL	11/5/14
William C Oughterson	William C Oughterson	"	"
William B Oughterson	[illegible]	"	"
DONALD D. JENSEN	Donald D. Jensen	S. H. COVE	
Persis Demick	Persis Demick	1211 SW Shoreline	11/5/14
Shirley Ashmead	Shirley Ashmead	3078 SW Sunset Drive Trace	11/5/14

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
Robert H Glinick	Robert H Glinick	GS 243	11/10/14
Eileen Warchall	Eileen Warchall	W-122	11/10/14
Barbara Stoner	Barbara Stoner	V 1230	11-10-14
George Stewart	George Stewart	GS 148	11/10/14
Mary Louise Belter	Mary Louise Belter	VS 315	11/11/14
Ernest Perrotte	Ernest Perrotte	GS 263	11/11/14
Deborah Gundlach	Deborah Gundlach	3 MARGARITA PSL, 34952	11/11/14
GLENN PAXTON	Glenn Paxton	GN 2228	11/12/14
Barbara Bolton	Barbara Bolton	GN 1126	11/12/14
SHIRLEY BYCZEK	Shirley Byczek	W 103	11/12/14
Joan Blagbrough	Joan Blagbrough	Waterside #302	11/12/14
WILLIAM E. TILY	William Tily	WS-320	11/12/14
SALOME HEIN Salome Hein	Salome Hein	WS 317	11/12/14
Helen Huff	Helen Huff	WS 104	11/12/14
Maralyn Hitzel	Maralyn Hitzel	V 1499	11/13/14
Carmen Moran	Carmen Moran		11-13-14
James Henderson	James Henderson	W125	11/14/14
Joan Henderson	Joan Henderson	W125	11/14/14
Wm C Rooney	Wm C Rooney	1100 SW Shoreland	11/14/14
Jean M. Rooney	Jean M. Rooney	1100 S.W. Shoreland	11/14/14.
ALFRED LANGE	Alfred Lange	Parkes No 2206	11/14/14

Residents of Sandhill Cove Retirement Living - Continued

Printed Name	Signature	Address	Date
MARILYN LANGE	Marilyn M Lange	Gardens No 2206	11/14/14
Eileen Woznesxi	Eileen Woznesxi	1701 SW Capri St. Palm City	11-18-14
Joseph Hein	Joseph Hein	Waterside 317	11-19-14

John Winkle
Federal Railroad Administration
1200 New Jersey Avenue S.E.Room W38-31
Washington, DC 20590

November 3, 2014

Dear Sir:

I want you to see the comments below from Congressman Murphy about All Aboard Florida. We fully agree with him, as this is not the place for a HIGH STEED train to be running thru our communities at 110 MPH.

"Thank you for submitting comments regarding the All Aboard Florida Draft Environmental Impact Study (EIS). Your participation is important, and I value hearing your concerns. As you know, comments may be submitted through December 3, 2014.

Like you, I oppose All Aboard Florida (AAF) due to the serious threats it poses to the economy, public safety, and quality of life across the Treasure Coast and Palm Beaches, as well as its risky use of unsecured taxpayer dollars. AAF would cause emergency vehicle delays, create traffic jams, raise noise pollution, and block waterways along hundreds of miles of tracks to the detriment of the marine industry and real estate values. In addition, AAF may force Florida towns and cities on already-tight budgets to foot the bill for quiet crossings and future maintenance.

As more information regarding the pending project slowly surfaces, the more serious these concerns become. That is why I have worked to have our communities' concerns heard by federal and state officials, as well as AAF, and have opposed the use of federal or state funds in support of this project. As your elected representative, I am committed to fighting at the federal level against AAF, and believe it is important to unite as a community and make our voices heard. Your comments regarding the draft EIS are a vital part of the discussion, and I thank you for sharing them. To stay up to date on AAF and other issues affecting our communities, I urge you to sign up here for my e-newsletter. Thank you for standing up for our way of life here on the Treasure Coast and Palm Beaches. I am honored to serve you."

Sincerely,

Patrick E. Murphy

MEMBER OF CONGRESS

The majority of people along the coast where the train is proposed are against the passenger train route. We put up with the freight trains 14+ time a day and for many reasons such as our safety, health travel, noise, vibration and speed of trains. Please do not approve of this passenger train route.

Your truly,
Jack & Nancy Sailer
1111 SW 5th Terrace
Palm City, FL 34990-1701

JACK SAILER

1111 S.W. 5th Terrace
Palm City, FL 34990-1701

John Winkle
Federal Railroad Administration
1200 New Jersey Avenue S.E. Room W38-31
Washington, DC 20590

September 27, 2014

Dear Sir:

Please stop this All Aboard Florida.
According to your report:

"At some locations, more than three trains per hour are scheduled and greater percentages of those hours would operate under unacceptable levels of service," the report states.

The report estimates it takes 2.6 minutes for an 8,150-foot-long freight train traveling 51 mph to go through a crossing. Officials estimate it will take a 725- to 900-foot-long passenger train traveling 93 mph 51 seconds to pass through a crossing. Though the passenger trains will move faster than existing freight trains, there will be more passenger trains moving through railroad crossings.

Total daily train crossings would grow from 10 in 2013 to at least 42 when All Aboard begins service, growing total weekday closing time from four hours to 9.8 hours, and total weekend closures from 2.7 hours to 7.6 hours.

Whether or not All Aboard Florida becomes reality, freight traffic along the corridor will increase from about 14 trains a day now to 20 by 2016, with a 3 percent annual increase after that, according to the report.

The report projected no "substantial increase in the length of time for any single closing," and "no adverse impact to marine jobs, economic growth or development."

I live within view of the St. Lucie RR Bridge for over 42 years and have seen the tie up in boat traffic many times. Your report does not take in consideration the length of time the Old Roosevelt Bridge is closed. It will not open for boat traffic if the RR Bridge is going to open in a few minutes (sometime as long as 20 minutes). Then after the RR Bridge is back down, then the Roosevelt will begin the process of starting to open.
I have seen boats wait as long as 55 minutes to go thru.

On June 17, 2014, I saw the following:

RR Bridge goes down	6:29 am
Long North Bound Train	7:00 am
Train continues till	7:07 am
Short South Bound Train	7:16 am
South Bound clears	7:19 am
RR Bridge goes up	7:20 am
Roosevelt Bridge goes up	7:24 am

This happens with only 14 freight trains, now they want to add 32 passenger trains a day for the RR Bridge to close for boat traffic, and the Roosevelt Bridge to stay down.

These passenger trains being proposed needs to be located out west, where it will not go thru all these coastal towns and cross the many rivers.

Yours truly Upset,

Jack Sailer

Phone 772-287-6692

GERALD M. WARD, P.E.
Consulting Engineer
Coastal - Environmental
P.O. Box 10441
Riviera Beach, Florida 33419
561/863-1215
wardgm@gate.net

Office Location:
2135 Broadway, #5
Riviera Beach, Florida 33404

VIA FEDERAL EXPRESS and EMAIL: AAF_comments@vhb.com
7720 4118 8102 02 December 2014
Federal Rail Administration
1200 New Jersey Avenue
Washington, D.C. 20590
Attn: John Winkle, W38-311

7720 5024 3549
Council on Environmental Quality
722 Jackson Place
Washington, D.C. 20503
Attn: Michael Boots, Chief of Staff

Re: DRAFT ENVIRONMENTAL IMPACT STATEMENT
All Aboard Florida –Orlando to Miami, Florida
Intercity Passenger Rail Project

Gentlemen:

We became aware of the proposal to reestablish intercity rail service from Miami to Cocoa (w/o stop) and then build a new rail line to Orlando (40 miles) in latter August 2012. It was touted as "a purely" private rail line which did not trigger my thoughts of regulatory actions. Even in early 2013 when an environmental assessment was being converted to a Finding of No Significant Impact for the Miami to West Palm Beach segment we were unaware of the significance because of the "piecemeal" approach for approvals being taken by Florida East Coast Industries and it's All Aboard Florida, LLC.

SCOPING: Yes, on April 15, 2012 the publication occurred of a Notice of Intent which then resulted in an Agency Scoping meeting 1 May 2013 for which no Palm Beach County governments attended including the locally headquartered 16 county South Florida Water Management District which has prime regulatory responsibility for environmental permitting in almost all of the length of the track to Orlando McCoy Airport.

Public Scoping occurred with five Scoping meetings "following publication of advertisements in local newspapers". Note on page 5 & 6 of the VHB, Inc. half inch thick report dated June 28, 2013 that of the eleven advertisement insertions (twice each except two) that five of the publications were in a foreign language. This is America and English is our language! Newspaper insertions are certainly a means to avoid public knowledge, particularly for user groups interfacing with the railroad!

The Palm Beach County meeting 7 May 2013 was not held in a notable public assembly facility. Locally based agencies such as the Florida Inland Navigation District, Jupiter Inlet District and South Florida Water Management District interfacing with the FEC railroad were unaware of the meeting. What is even worse is that only five federal agencies ultimately submitted written comments (page 7 of the Scoping Report),

Regardless, at least two attendees of the Public Scoping Meetings did raise on point issues relating to obstructive railroad bridges and including bridge clearances requiring modifications (See 2.4.9, page 15 of the Scoping Report). These issues are poorly or not addressed in the DEIS because of the Alternatives deficiencies resulting in the applicant and/or the consultant (VHB) structuring Alternatives as extremely limited or nil for the N-S Corridor(sic).

The reason this DEIS is so poor goes to the Scoping and limited Alternatives. We suggest the FRA require re-Scoping. A further revised DEIS would then be published to fully vet the issues of routes, bridges and stations. Selection of another route would likely eliminate the Station controversy as well as most bridge controversies. Table S-1 DEIS Alternatives (Page S-7) clearly shows the "lack" of Alternatives! What action is FRA going to take on a Re-Scoping?

NEPA REGULATION COMPLIANCE: As a person responsible for numerous Environmental Assessments and a number of Environmental Impact Statements over the last four and half decades I am appreciative of the Council on Environmental Quality Regulations. CEQ has just about a half dozen Parts to their regulations in large type, only one of which is into double digit pages which is Part 1502 Environmental Impact Statement of just eleven pages.

Section 1502.7 sets Page Limits! This is a limited width linear facility which seems quite simple or such should normally be less than 150 pages for the four paragraphs restricted! Instead this DEIS has some 380 pages. Now the regulation goes on to say if this proposal was of "unusual scope or complexity" these paragraphs should be normally less than 300 pages! A train track in this world is not "unusual"!!! FRA (and the USCG) has established considerable regulations, so we see nil "complexity"!!!! As such the FRA oversight should have rejected the excessive verbiage and required rewrite.

(Now in the 26 September 2013 meeting facilitated by the Treasure Coast Regional Planning Council in Jupiter, the DEIS was expected to be released by the end of 2013! Its ultimate release was ¾ year later! With public perception getting worse each day, we can only assume that FRA's oversight was colored by time (See 1502.5 Timing).)

We note that even the Summary which is specified "will not normally exceed 15 pages" is 24 pages. Even the List of Preparers is specified (1502.17) as "normally the list will not exceed two pages." This DEIS has six pages (granted one is blank)!!!

The DEIS when and if converted to a FEIS is an "action forcing" document to last for years as guidance to the agency(s) and the implementers. This document amasses needless detail apparently to cover up the real issues. The only action for FRA is to send back to the FECI/AAF to develop a document consistent with the CEQ Regulations (Parts 1500-6). All parties to the EIS need to read and remember the provisions of these CEQ Regulations. As we suggested earlier probably the most efficient process would be to Re-Scope with adequate notice to agencies and the public. FRA would then set strict time limits for return of a Revised DEIS to the public.

HOW TO READ THIS DOCUMENT: This title (pages xiv to xvii (4 pages)) caught my attention and ultimately close reading. In reality, the four pages explain the authors apparently knew the correct way to write and document an EIS! Why was such not followed? Why did not FRA enforce its own regulations adopting the CEQ Regulations?

TREASURE COAST REGIONAL PLANNING COUNCIL: At that entity's 21 November 2014 Regular Meeting, the Board rendered a 30 some page report which we expect you will answer and incorporate for them and me most all of that government's opinions into a revised DEIS. This is another higher level government that was left out of your Scoping Process!

US ARMY: The Public Notice Comment period of Regulatory Functions ends with this DEIS comment period. Federal environmental permitting should not be ignored, however, I do not have time to respond to the Corps. I do note that the Cocoa Office of the Jacksonville District Engineer Corps of Engineers understands the broadness of its permitting. Coordination needs to occur by FRA to assure that whatever final documentation results, fits multi-jurisdictions.

US COAST GUARD: On 1 December 2014, the Commander District 7 Miami closed receipt of comments and recommendations for public thoughts and requests on the three movable bridges on the existing FEC system subject of this DEIS. Each movable span bridge has serious unreasonably obstructive features which are now to be addressed. Yes, railroads again obtained fiscal provisions from Congress in 1940 that can solve the obstructions. Yet, this DEIS must address in its documentation resolve of each of these bridges obstruction problems.

FRA - OFFICE OF RAIL SAFETY: One more reason for returning this EIS to first, the Re-Scoping Process is the work evidenced by your agency in rendering reports on 20 March 2014 and 23 September 2014 signed by Frank A. Fey, General Engineer. These types of reports demonstrate why this country has a Federal Rail Administration. FRA needs to incorporate this material into the next DEIS.

As a person that has traveled high speed rail in Europe beginning in the latter 1980s, Japan in the 1990s. and China this century for many thousand kilometers, I suggest this funding application is less for "intercity passenger rail" than it is for funding work on an over century old freight railroad. The next DEIS needs to clearly discuss why grade separations are not the norm versus at grade or attempting to continue obstructing navigation.

Lastly more than one folk has read this massive DEIS missive as a "motherhood and apple pie" document! Unless FRA administration takes action to initiate revisions, re-notice and public review, we suggest that judicial review will occur after FRA has complied with 1500.3.

Very truly yours,

Gerald M. Ward, P.E.

1403FRAAAFDEIS1
Cc: Patrick Murphy, 18TH Congress District - Florida

Peter R. Worch
1585 SE Prestwick Lane
Port Saint Lucie, FL 34952

9 November 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave, SE, Room W38-311
Washington, D.C. 20590

Re: Proposed All Aboard Florida Intercity Passenger Rail

Dear Mr. Winkle:

I wish to register strong opposition to the proposed routing of the All Aboard Florida Intercity Passenger Rail system. I base my opposition on safety, effect on business, and effects on the well-being of our citizens.

Safety:
It is beyond belief that those who would approve the current routing have visited the cities of Stuart, Jensen Beach, and Fort Pierce and the tracks such a train service would follow. All three have in-grade crossings in prime vehicular and pedestrian traffic routes.

Stuart – the current tracks pass directly through the Old Town district with major vehicle and pedestrian traffic congestion already, due to the popularity of this historic area to residents and tourists alike. Moreover, when passing, the train would block the road accessing South Hutchison Island stopping regular and emergency traffic. The next island access is 6 miles north.

Jensen Beach – Once again, the prime tourist attractions of restaurants, shops, and walkways are affected. For example, this weekend is the Pineapple Festival in Jensen Beach. The tracks pass through a critical traffic circle and within 50 feet of the festival attractions. Again, the passing of a train blocks access to South Hutchison Island and any emergency vehicle attempting to respond. The next island access is 11 to the north.

Fort Pierce - The tracks pass through the primary historic (tourist) district at the center of Fort Pierce. A passing train blocks the only alternate access to South Hutchison Island within 11 miles and the only other access to North Hutchison Island within 12 miles.

Effect on Business:
The businesses in all three cities would clearly be adversely affected. Shoppers will not stand for the frequent delays. They will shop elsewhere!

Effect On The Well-Being Of Our Citizens:
The current routing plan creates no economic advantage to our area, creates significant safety issues and substantial costs to all counties impacted. This appears on all levels to be an ill-conceived project routing reaping no benefits to our communities, given that there will be no local train stops. Alternate routing through central Florida would be safer and provide shorter travel times for the rail service.

Please travel this route through these cities yourself. I am sure you will rethink the route!

Sincerely,

Peter R. Worch

11/11/14

Sir:

Regarding the all Aboard Fla. train: NO NO

NO to the cho cho.

Elaine Wilford
Port St. Lucie Fla.

To John Winkle
Oct.19,2014

Dear Mr. Winkle,
I am opposed to the All Aboard Florida railway expansion through our communities. It will severely impact the quality of life in our area. I believe it will put our people at risk in delaying emergency vehicles. There are far better alternatives. Thirty-two high speed trains a day makes no sense.
I also believe that it is not the primary reason for the expansion of the railway.
Please be aware that many of us oppose this expansion.
Thank you for the opportunity to voice my concerns.

Sincerely,
Rose Marie Von Seelen
1622 SE Shelburnie Way
Port St Lucie, Florida 34952

Rose Marie Von Seelen

10-5-14

Dear Mr. Hinkle,

My husband and I, along with many of our neighbors along the Treasure Coast, are deeply concerned about what "All Aboard Florida" will do to the detriment of our small towns.

The Trains will keep emergency vehicles and private citizens from access to hospitals and care!

They are dangerous and noisy as they pass through downtown areas.

An alternative route would serve as well, going through the central part of the state.

I understand that the environmental impact statement will be prepared by parties to be hired by All Aboard Florida.

Please do not let this happen to citizens of Eastern Florida.

Sincerely,

Georgia P Swan
694 SE Kanrigan Ter
Port St. Lucie, Fl 34983

Nov 9, 2014
86 E. Caribbean
Port St Lucie Fl.
34952

Mr. John Winkle
Federal Railroad Adminstration,
1200 New Jersey Ave. S.E.
Room W 38-31
Washington, D.C. 20590

Sunday Poll:

Do you think the Federal Railroad Adminstration has done a good job hosting ~~publing~~ oops Public meetings on all aboard Florida?

9.02 %
yes

87.22 %
No

3.76 %
undecided

Rather discouraging
Don't you think? For you.

The Treasure Coast Towns and Cities have nothing to gain; but where you live, Miami, Fort Lauderdale, and W.P.B all near one another getting everything,
(over)

but what about our cities. Do you know that the new city, Port St Lucie is the ninth top city in the State of Florida.

Can Ft Lauderdale say that? Can Coco Beach? When the last Census was taken, Port St Lucie had Many, ~~mor~~ Many more people than WPB. So why are we treated like little pick towns? Give Treasure Coast citizens some breaks. Give us stations & not to more southern towns near WPB.

How about Stuart, Port St Lucie, Vero Beach and a Couple of more or forget the whole thing unless you want to go west where you have less people & less big cities. I want you to be serious about this letter while reading it. Best solution? Place the tracks West

Sincerely,
Kay Spalletta

From
Spanish Lakes
Golf Village
in Port St Lucie, FL
34952

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE, Room W38-311
Washington, DC 20590

September 20, 2014

I would like to take this time to protest the proposed location for the **All Aboard Florida Railway,** particularly in **St. Lucie County, FL / Historical Downtown Fort Pierce**. If approved this would have a negative cultural impact on this area. I've been a St. Lucie County resident for 28 years and hope the railway can understand the importance of our local history. The mass transit line would impose a more developed and modern feel that would change the appearance and traditional vibe of our area.

Myself and many of my neighbors feel the proposed transit location is not in tune with our South Florida atmosphere. These coastal areas along the Treasure Coast have a preserved and soothing nature about them. **I feel the All Aboard Florida Railway should be located west of town in the industrial area.**

Thank you for your time,

Simone Simone of St. Lucie County, FL.

282 NE Summer Rd
Port St Lucie FL 34983

November 17, 2014

James R. Short
161 NE Caprona Avenue
Port Saint Lucie, FL 34983

John Winkle
Federal Railroad Administration
1200 New Jersey Ave, S.E. Room W38-311
Washington, D.C. 20590

Subject: Response to the All Aboard Florida Environmental Impact Study

Dear Mr. Winkle,

I am a diligent voter, a disabled Vietnam Veteran, a retired project manager, and a pro-active senior citizen just to let you know that I am a thought-provoking and involved individual. To that, I am hopeful that you understand and appreciate the collective input of all Treasure Coast and Space Coast residents in the ever growing anti All Aboard Florida citizen movement. Know that an extreme populace of voters are keenly tuned in to the negative aspects of this proposed high speed rail venture. The pristine and economically fledging coastal regions of Florida's coastal regions anxiously awaits your thoughtful probe of this venture that seeks a green light and GAO funding through the FRA organization! Please stop this effort now! We just can't allow this train expansion to happen since we know that most if not all high speed rail systems in the United States have failed time and again to be self-supporting. We see All Aboard Florida as seeking federal funding to upgrade their existing infrastructure for high speed rail service including improvements for their parent company's (Fortress Investment Group) containerized shipping business respective to the current Panama Canal expansion. We are not easily fooled by All Aboard Florida's statements that they want to offer a safe and efficient alternative to automobile travel on congested highway corridors and adding transportation capacity on Interstate 95. Most citizens will not use a high speed rail system as it will be an expensive form of travel requiring car rental at the end stops! I believe that the wolf in sheep's clothing is that it is more about improving the FEC infrastructure to allow the voluminous increase in their containerized shipping business. I would like All Aboard Florida to expose their proposed ridership projections for the passenger service and for you to extend the time for evaluating the environmental impact study since it was completed by consultants hired by All Aboard Florida. To allow them to get away with not using an unbiased consultant is wrong and the EIS should either be thrown out or the public given an extended time to do a thorough review and a comment period. Seventy-five days for public review is just not enough for all of this to be properly dissected on a 552 page report.

It's important and curious to note that the All Aboard Florida business plan was denied a look-see from the eyes of the Florida media and citizens et-Al who wish to study the validity of their proposed ridership numbers. The reason for their secrecy is that they don't want to divulge the privacy of their business plan! Is that fair from your perspective to deny the public the right to know what they don't want us to know? Having said that, I ask where is the required transparency of this company to the public view? And, to which competitors is All Aboard Florida fearful of giving away "competitive insider information? AAF has not been straight forward with the public, the FRA, and the media. There was no question & answer session at the recent public FRA meetings in all of the coastal regions. Why did the forum silence the attendees from being heard and receive answers? I think that the whole process of not the All Aboard Florida management to not sit and discuss all the ramifications of their proposals was wrong, short-sighted, and purposeful! They must have something to hide, don't you think that to be so? It is amazing that this company won't provide transparency for public access to their business plan to the very people that they are most wanting to seriously affect with their rail service. It is important that you grasp the issue that All Aboard Florida has taken measures to ensure that vital information

James R. Short
161 NE Caprona Avenue
Port Saint Lucie, FL 34983

from the public.

We the people of the Treasure and Space Coasts see this private venture as a very damning effort to run thirty-two 110 mph passenger trains through our road crossings, bedroom communities, pristine wetlands/wildlife sanctuaries, and our fledging long suffering business districts. This is to the detriment of all functioning traffic entities including pedestrians, automobile passenger travel, ambulance/police/fire rescue/disaster evacuation (St. Lucie Nuclear Plant), and our marine traffic flow. It is more than a tragic scenario, it is a tragedy in the making aiming to create an impact that will devastate our Florida Coastal regions **forever**!

It was recently stated in the Opinion section of the St. Lucie News Tribune that it would make more sense to have the HSR service directed away from the massive opposition surfacing in the coastal regions and to forge an agreement to use the tracks west of Martin, St. Lucie, Indian River and Brevard counties to avoid all of the misgivings that will be manifested by approving this imposing plan. I would even like to suggest yet another avenue for this rail service with the thought of a new rail abutting the Florida Turnpike where there is ample room and where it causes no intrusion to the pristine coastal areas. Does it not make sense that the better alternative to the mass objection to this rail system is to move it through another route? Is Florida's beauty and tourist-desirable areas not worth keeping up to it's current standards. Think of this, it has taken decades and massive funding for our coastal regions to build communities that are desirable to tourists as a means of sustaining tourist related businesses, raising bed-taxes for constant improvements for infrastructure, and all of the functions necessary to make these areas magnets for tourists. Why should anyone want to destroy domestic products that has taken a lifetime to build in these communities? These are the building blocks of what sustains us as a community.

I just read an article in the October 8th St. Lucie News Tribune that All Aboard Florida is now seeking private money in financing to replace the $1.6B federal loan request. In light of that improbable development, shouldn't you query them and state that their change in funding source is accepted by your agency in lieu of any possible OMB loan. They can then seek private funding if they wish, as we citizens of the coastal cities being targeted by AAF feel that if they receive the government loan, they are more likely than not to ever pay it back. That scenario can't be allowed to ever occur! All Aboard Florida proposes to be the first Passenger Rail Service to come on the American scene since 1971 where the government-subsidized Amtrak took over passenger train operations nationally. We know that passenger rail service does not, has not, and historically will not pay the bills as has been the case nationally for as far back as the eye can see! The taxpayers are already over-taxed, rife with debt, and have a heavy burden to make ends meet. We see this high speed rail system as being a threat to the taxpayers by the foreboding reality and high probability of requiring future taxpayer subsidizing. Simply said, we the public, don't want to own a Passenger Rail Service as collateral on a failed venture. I must ask you to please exercise this thought.....Why on God's green earth, would a company put their trains, rails, and the passenger service as collateral knowing that passenger rail service is and has been unsustainable? It is more than curious that All Aboard Florida even throws that out as bait to the Public and the FRA. It has the feel that even they don't think the high speed rail service will be sustainable. Since they are likely not able to pay back the loan, they can still use a portion of the loan to build infrastructure for their containerized shipping rails which is not the intended plan for AAF's high speed rail system. Money that won't be paid back to the GAO will surely fall neatly in the hands of the parent company (Fortress Investment Group) which will continue to operate in lieu of any failed HSR service. This is why we need an inquest and a transparency to know what their business plan is and what business plan facts will support that their HSR system would be sustainable! We the public require <u>all of the facts</u> and not the illusions, omissions, and the lack of transparency that we have

November 17, 2014

James R. Short
161 NE Caprona Avenue
Port Saint Lucie, FL 34983

been fed.

I am asking you, Mr. Winkle, to carefully weigh in and let us know what you will do to stop this travesty on the taxpayers. I know that you are keenly aware of what is at stake here, but you must talk to our representatives for an honest and contrite view of how this HSR system is foreboding to our communities. Can we allow yet another money-grab by a corporation to leave the public straddled with massive loans to pay from their savings and earnings? Can we allow All Aboard Florida to dissect our coastal regions, hammer our economies with grade crossing maintenance fees, and to not serve us in any fashion? As a citizen, I would like to see GAO expenditures allocated to help in other areas of need rather than to these corporations who only look for cheap loans and then bleed our taxes. Please think long and hard and come to the same conclusion that others such as Florida Sen. Joe Negron, Rep. Patrick Murphy, Rep. Bill Posey to name a few in concert with our collective local governments have in opposing not just the funding for All Aboard Florida, but to deny the 110 mph service from ever expanding traffic within our corridor. Gov. Rick Scott has asked AAF Management to invoke transparency with the public on their plan, they have not done that! We don't want the FRA to burden our tax base with grade crossing maintenance costs for a service that doesn't even want to make stops here in my back yard on the Treasure Coast. We the people of these coastal regions are convinced that this intrusion through our backyard has disaster written all over it. We feel that we have a real problem on our hands that needs to have an objective official like you to step up and stop this project from moving forward. We are extremely passionate in this regard! I want to personally thank you for your understanding in this important matter.

Yours truly,

James R. Short

James R. Short
Disabled Veteran & Retiree

cc: Senator Joe Negron, Representative Patrick Murphy, Representative Bill Posey

2007 Member of
The Humane Society of the United States

why damage the
Treasure coast
when a much better
Rout would be along
95 or Turnpike which
Gov Scott rejected?
I say No to All
aboard Florida

Mickey Sharp
2911 Nine Iron Dr
Port St Lucie FL 34952-3180

Mickey Sharp

©2007 Jane Maday
Applejack Art Partners

12754SL

EIS General

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W38-311
Washington, DC 20590

Dear Mr. Winkle,

The Draft EIS does not justify allowing All Aboard Florida to proceed with their planned passenger service.

The vast majority of justifications for moving ahead and granting a federal loan are based on promises, not actions. Time and again an environmental impact is deemed acceptable on the basis of AAF promising or committing to "mitigate" the situation.

To date, these people have attempted to hoodwink us into accepting their plan with misleading facts or partial truths. They imply they are not going to use taxpayer money when they've asked for a $1.6 billion government loan. They talk about lowering emissions by taking 3 million cars trips off I95, but they ignore the vastly increased amount of exhaust fumes created by cars idling at crossings further east 32 times every day.

Promises from All Aboard Florida are not enough. They've been anything but transparent up to now and in the EIS they have hidden behind "mitigation" claims rather than openly addressing potential negative impacts with clear action steps. Their loan request should be denied.

Bert Shadowen
2913 SE Lookout Blvd.
Ft. St. Lucie, FL. 34984

10-20-2014

Dear Mr. Winkle

My husband + I own a home in Port St. Lucie, Florida. I am writing to you about the All Aboard Florida issue. It should not have any federal money ever, and it should not be allowed to be in existance period. There are a few towns in southern Florida that would benefit from the trains, along w/ the Orlando people, but nobody inbetween will benefit. Thirty-two train trips a day (HIGH SPEED)!!! Really!!!?

People who live, work, travel, make a living w/be inconvenienced to say the least. People w/die somewhere along the high speed, few crossing, safety features. Fishermen + tourist boats already have a long wait to get thru some areas, much less having 32 extra bridge closings a day because of the train trips. Only the proposal guys w/ money w/make out (once again!!!) over ordinary people. Please Stop this!!!

Sandra Sandquist
1143 NW Lombardy Dr
Port St Lucie, Fl 34986

NOVEMBER 15, 2014

FL RAILROAD ADMINISTRATION
200 NEW JERSEY AVENUE, S.E.
ROOM W38-31
WASHINGTON, D.C. 20590

ATTENTION: MR. JOHN WINKLE

GENTLEMEN:

ALL ABOARD FLORIDA DESERVES ANOTHER HONEST EVALUATION SINCE IT WILL CREATE UNDUE STRESS ON A RAPIDLY GROWING SECTOR OF OUR TREASURE COAST, ESPECIALLY SINCE THERE IS ANOTHER VIABLE OPTION. MAYBE NOT TO FEC OR ITS PARENT COMPANY, BUT TO THE GROWING CONGESTION THIS PROJECT WILL DEVELOP.

THERE ALREADY IS A RAIL LINE WEST OF THE TOLLWAY THROUGH CENTRAL FLORIDA WHICH CAN ACCOMODATE ADDITIONAL TRAFFIC AND WILL NOT INTERFERE WITH THE CURRENT FLOW, BOTH BY SURFACE AND WATERWAY. SPECIFICALLY, THE RAILROAD BRIDGE OVER THE ST. LUCIE RIVER.

I CANNOT BELIEVE THIS PLAN CAN JUSTIFY 32 PASSENGER TRAINS PER DAY. TO ME IT IS A HOAX BY FEC TO INCREASE THEIR PACKAGE FOR FUTURE FREIGHT USEAGE WHICH WILL RESULT FROM INCREASED CAPACITY OF FREIGHT THROUGH THE PANAMA CANAL AND DEEPENING MIAMI'S HARBOR TO ACCEPT THIS FREIG.

NOW, IF FEC WILL UNDERWRITE ANY LOSS FROM A BANKRUPTCY CAUSED BY ALL ABOARD FLORIDA, THEN MAYBE THE GOVERNMENT MIT CONSIDER APPROVING THIS PROGRAM. OF COURSE, THIS WILL HAPPEN!

SINCERELY,

[illegible]

To Mr. John Winkel
Federal Railroad Administration
Washington D.C.

From Nicholas J. Passariello
437 S.W. Dorchester St
Port St Lucie, Fl. 34983

Dear Sir,

I am a Treasure Coast resident and strongly oppose the planned All Aboard Florida Planned expansion through our towns & County.

I am enclosing a artical I had written to our local paper.

I am sorry I have not saved the many letters to the editor of the said paper which opposed the AAF plan. I could have sent them to you.

Why do you not have them build through the central part of our state west of the 195 & Turnpike? This harms no one. This large Company is trying to trample us.

I asked for a state referendum for the people to vote on this major issue.

Please use your influence to steer AAF away from us.

Thank you for taking the time to read this letter.

Sincerely,
Nicholas J. Passariello

From: **Bob Poller** pollerbob@gmail.com
Subject: Object to AAF
Date: September 21, 2014 at 11:03 AM
To: aaf_comments@vhb.com, Editor, TCN-Letters TCN-Letters.Editor@scripps.com
Bcc: thepollers@bellsouth.net

I live in Port St Lucie, and object to high speed trains in our area.
I have a boat and object to spending 15 or 30 minutes each hour with bridges open...or the back up of boats, the concentration of yachts and other boats awaiting passage through the waterways when the train is past, and bridge span opens. It would be a "Le mans start" for boaters big and smaller, commercial vessels and pleasure boaters. A reason to have owners avoid our area and further impact marine businesses in the area.
I object to being a taxpayer and having All Aboard Florida receive Federal Guaranteed loans for their private business. Go to the banks or investors like other businesses do,and support the American financial system.
I object to the "possibility" to use their franchise to transport freight.
I object to the added noise, added risks of accidents, and confusion at many roundabouts that would increase accidents at crossings.
I object to AAF's and the Federal Railroad Administration's deaf ear to residents...who do not want additional interruptions in our city's residents. The demand for this high speed rail service serves only the owners, not the community. It's brings no business to Florida.

We in the Treasure Coast get no benefits from these trains, only the risks of disruption, accidents, harm to others driving cars, bikes, or walking, and loss of business to locals, plus"possible" loss in property values.

Mr. John Winkle

Thank you,

Bob Poller
373 NW Shoreview
Port St Lucie, FL 34986

Please, I grew up in Florida. Help Save Our Cities from the many various risks, problems, and noise-interruption in towns & residential neighborhoods. I love Florida, help save some of the smaller towns from Urban Sprawl & fast trains.
Thanks!

From: **Bob Poller** pollerbob@gmail.com
Subject: poller, robert port st lucie
Date: September 21, 2014 at 1:49 PM
To: usc-gd7dpbpubliccomments@uscg.mil
Bcc: thepollers@bellsouth.net

I object to the AAF....railroad....

Adds time, confusion, creates a Le Mans start after bridges are opened,
and will increase the taxpayers costs of keeping the lagoon and waterways
safe and following rules.

We go on boats to get away from the noise and city-sounds. AAF, and the
Fed RR Authority will only turn this concept into more trash, crap, audio pollution, and real increased risks to people and their boats and cars and
bikes...of accidents and air contaminants.
PLUS....there is no proof this concept will pay off their Gov guaranteed loans or even benefit anyone other than WP, FTL, and MIA.
I bet they could not get "private investors" to put money into their scam.

Florida's waters are already at a tipping point. USCG, take a boat ride and
see the problems up close. Fish are marine creatures are fighting to
stay off the endangered or dead forever list.

Bob Poller Port St Lucie. 772 343 7369

I have owned boats,and still do.... for over 50 years, all in Florida, and
passed the USCG Boat Handling Course 40 years ago...my boating partner
currently is on the "Marine Patrol Boat" program we have up here in the Treasure Coast. (Ben Goldberg)

Emergency Vehicles Access

Dear SIRS, 10/18/14

Emergency vehicles access needs to be addressed much more fully in the EIS. According to the All Aboard Florida website, AAF "is committed to working with city and local officials to ensure that appropriate communications and logistics are in place so that response times for emergency vehicles are not impacted."

These communications include publishing schedules for crossing closures so emergency vehicles are aware of potential blockages ahead of time and additional warning measures to alert these vehicles of any schedule changes.

But none of these address the real problem. In an emergency, ambulances and fire trucks must take the most direct route to the problem area. Rerouting such vehicles to a more indirect route could result in serious injury or even death. Further, while AAF trains are supposed to pass through crossings in "less than 60 seconds," that time alone could be critical to the patient being transported. Finally, the reality is that only the first car in line faces such a short delay. In season, an ambulance could easily be number 15 in line, thus facing a more extensive delay that the passenger may not survive.

These delays of life-saving vehicles must be considered as critical, negative impacts in the EIS. People's lives are at stake.

Sincerely,

GREG NELSON
717 SW TULIP BLVD
PORT SAINT LUCIE FL 34953

241 NE Faring Avenue
Port St. Lucie
FL 34983

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave.
Room W38-31
Washington, D.C. 20590

October 30th, 2014

Dear Sir:
As a Brit, albeit a thirty five year resident of Florida's Treasure Coast, I am used to hopping on and off trains and buses for transport to local and distant destinations. In the Treasure Coast Tri-County area (Martin, St. Lucie and Indian River), we can do neither.

If All Aboard Florida's planned high-speed passenger rail service between Miami and Orlando stopped in any of our three counties, I would be the first to applaud. This household would love to hop a train to Orlando, Miami or West Palm Beach for a day out, but our nearest station would be West Palm Beach, so, once again we'd have to hit the road.

It would be great to get some of our traffic off I-95 and the Florida turnpike, a real plus for the environment, and maybe you could argue that visitors flying in to our airports would utilize the train rather than hiring a car, but the impact on the roads would be minimal. Then, for our area, tourists who would normally stop-off and spend money on their way through The Treasure Coast, would not do so, certainly a downside to our economy.

Even discounting the noise and danger issues and the impact the trains would have on the environment, there is absolutely no benefit to our area. Therefore, as they say in the popular TV show Shark Tank, I'm out.

Yours faithfully

Jacqueline Mowatt

Copy: Florida Governor Rick Scott
Scripps Treasure Coast Newspapers

John Winkle
Federal Railroad Admin
1200 New Jersey Ave SE
Washington, DC 20590

Sept 22, 2014

Dear Mr Winkle,

As a fifteen year, full time resident of the Treasure Coast, I am writing to inform you that I am vehemently opposed to the trains of All Aboard Florida using the tracks on the east coast. Let them use the existing tracks that are inland! The very idea of high speed trains racing up the east coast is an absolute disgrace.

Anne Mastrinardi
23 Lake Vista Trail #201
Port St Lucie, FL 34952-6353

11-7-2014

1500 SE Royal Green Cir. A206
Port St Lucie, Fl 34952

Re: All Aboard Fl
High Speed Trains

Dear Mr Winkle:

I recently attended an AAF's traveling "sideshow", an impressive display of sugar coated facts, comparative studies by consulting firms and mind cluttering statistics.

Having lived in this beautiful area for 40 years I now feel a great sadness and impending doom for the negative effects the proposed 32 high speed passenger trains per day will have on the communities of the Treasure Coast. There are absolutely no benefits to be had!

Our country was founded on the premise "We the People", Abraham Lincoln stated "by the people, for the people and of the people". We the People of Florida's Treasure Coast have spoken

"NO"

To All Aboard Florida Trains. Will we be heard?

Thank you for your consideration in this matter

Sincerely,
Theresa Wood.

To John Winkle,

This Letter Is In Refferance To My Opposition Of The "All Aboard Florida" High Speed Rail Project.

I Live In Port St. Lucie, A City Where There Will Be No Stops For This Train. My Area, However, Desparately Needs A Train Depot So We Can Get To The West Palm Beach International Airport. An Extention Of Tri-Rail Would Be A Better Idea. It Would Be Nice For Us To Get To Orlando Also From The Treasure Coast So We Could Enjoy Their Theme Parks. We Don't Have Any Entertainment Or Cultural Centers In My Area.

Florida Should Have A Better Public Transportation System, Then Senior Citizens Wouldn't Need Cars, Which Would Save Them Lots Of Money And Reduce The Amount Of Traffic On The Roads.

If A High Speed Rail System Is Needed, Then It Should Be Run Thru Rural Areas Near Lake Okeechobee. Any Places Where The Tracks Have To Cross A Road, They Should Be Elevated For Safety. People Seem To Disreguard Crossing Gates And Stop Signs.

Since This Is A Private Company Doing This Project, They Should Also Be Responsable For All Building And Future Maintenance Costs.

Sincerly,
Kevin Hillje

Ron Herman
1260 SW Briarwood Drive
Port St. Lucie, FL 34986
772-871-6811
ronherman2@gmail.com

October 7, 2014

Subject: All Aboard Florida

Attention: Mr John Winkle

Copy: Congressman Patrick Murphy

Gentlemen:

Why is this subject even being considered? Just the thought of this project is very disturbing to a vast majority of the people living on the Treasure Coast of Florida and many other communities along the east coast of Florida. Ask yourself, "What is the benefit, long or short term, to the people of the Treasure Coast and the surrounding areas? The only answer I have seen in any of the articles published is, "All Aboard Florida will be hiring many workers on the Treasure Coast and surrounding areas during the construction stage of this project." Other than this the effects on the Treasure Coast and surrounding areas will be nothing more than a catastrophe. First and foremost, the delays this will cause at all the crossing, and especially in downtown Stuart, Ft. Pierce. Vero Beach and Cocoa Beach will not only back up traffic for miles, in season and out of season, but will affect the businesses and tourists beyond belief.

Then, when your agency, Mr. Winkle, asked for an independant consultant to evaluate this proposal, the company hired was paid for by All Aboard Florida. How can this 500 plus page evaluation be anything but totally slanted toward All Aboard Florida? The other factor which must be considered is that the same company, controlling All Aboard Florida also owns the freight trains that travel these same tracks. So, they benefit at our expense, both ways.

Also, all of the unknowns, such as the noise factor, vibration factor, safety, and delay factors are all slanted in favor of All Aboard Florida. Ask yourself "why this is"? The only answer to this is to see who put this evaluation together, and who edited before you received it? Yes, you got it, All Aboard Florida!

I have been a resident of Saint Lucie County for over 13 years and have seen this county's growth and the counties around us grow by double digits each and every year. This project would not only reverse this growth but in the foreseeable future people will be leaving the area because of the effects this project will cause the residents and the communities.

I ask you to please reject this project, under the present circumstances, for the good of not only the people of the Treasure Coast of Florida but for Florida as a whole until an independent consultant is hired and puts together a document that is factual and unbiased. I believe when this is accomplished you and your agency will see no reason to continue discussion on this project.

Best Regards,

Ron Herman

Ron Herman

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

November 7, 2014

COMMENTS ON ALL ABOARD FLORIDA

Dear Mr. Winkle:

I attended the public meeting on All Aboard Florida at the Civic Center in Port St. Lucie. What a disappointment! The "open house" format was a joke. We left there frustrated and disillusioned. The attendees expected and deserved more!

We were listening to Mr. Adrian Share. When my friend stated that their home bordered the railroad tracks and the train would be in their back yard, his response was: "Well, you shouldn't have bought a house on the railroad tracks!" He also said that this project was not going to be as bad as we seemed to think!!! Who did he think he was talking to? It IS going to be bad for many, many people:

1. The unique and wonderful coastal towns will never be the same. I believe the tourists who now come to Florida to enjoy the beaches and peace and quiet of these towns along the Treasure Coast will go elsewhere.

2. The people who LIVE along the tracks will be subjected to the noise and vibrations of 32 high speed trains and 20 freight trains a day. I believe this could be a serious detriment to their health. Mr. Share had the nerve to tell us that the passenger trains are not as heavy as the freight trains and will create less noise and vibration! Did he forget about the 20 freight trains a day?

3. The property values of these homes and businesses will plummet.

4. The impact on the wildlife and natural environment is a great concern.

5. The anticipated delays of emergency and police vehicles at the crossings are frightening. One example is the Barefoot Bay fire engines and emergency vehicles that must cross the tracks almost immediately out of their station to get to Route 1. Would Mr. Share have said that they should have put the fire station on the other side of the tracks?

6. The fact that the local governments will be responsible for the construction of and maintenance of the rail crossings is ridiculous. Why should this cost fall onto the citizens of these counties, especially when they get no benefit from this and are so much against it?

7. The loan from the federal government of over $1 billion will eventually be on the backs of the citizens to repay, because I seriously doubt that the trains will have enough passengers to cover this loan.

8. Why have local residents who will be affected the most by these trains been denied the privilege of voting on this deal when it so obviously will have a major impact on their lives?

This whole project just makes no sense to me. It only speaks of "big money" and closed-door political dealings to me. When asked why the train was not going through the center of the state using the proposed alternate route, Mr. Share said because it would cost AAF too much money! **There was the answer!** It's only the money that speaks -- not the people, not the animals, not the whole environment of the Treasure Coast. None of these things matter!!!

To the "influential people" who could and should say no, I ask where their common sense is? Is the dollar so important to these foks that they would sell out the citizens of the Treasure Coast?

What a shame!

Judith A. George
31 El Camino Real
Port St. Lucie, Fla 34952

P.S. Mr. Winkle, how would this be in YOUR back yard or neighborhood?

Donald W Wright

720 N Fischer Circle

Sebastian, FL 32958

September 25, 2014

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Ave. SE

Room W38-31

Washington, D.C. 20590

RE: All Aboard Florida Rail Line

Dear Sir:

There are many things wrong about this project, as follows:

1. The rail service will not carry enough passengers to make it financially successful. The Miami to Orlando area does not compare to Washington, D.C. to NYC in population or travel needs.
2. Opening a high speed rail line thru a heavily populated area does not make sense. An alternative route is available and this would follow the FL Turnpike which might make sense for both passenger service with additional stops and re-routing freight trains.
3. Safety needs to be a concern in a few areas, such as; possible derailment and the loss of life and property, slowdown of emergency response times for police, fire and EMT operations, potential for increased vehicle and boat interaction with trains at street level and at bridges.
4. The cost of building this route thru the existing communities and upgrading the infrastructure is probably more than building a completely new route on right-of way near the FL Turnpike.
5. It is likely that the additional rail traffic will cause a decrease in property values for property near the rail line. Due to increased residential areas near the existing freight line, there does not appear to be any Economic Development advantages for this route. By contrast, a line following the FL Tpke might create Economic Growth in that area. Certainly, if both the freight and passenger lines were moved there, it would generate new residential and commercial opportunities.

So, in conclusion, I would like to know what benefit the rail line as proposed would bring? There will be no reduction in traffic but an increase in congestion. There will be increased safety hazards as a result of this. The cost may eventually have to be borne by the taxpayers when the financial projections prove to be unrealistic and federal subsidies are needed on a continual basis. The collateral will be almost worthless because it only has value if the railroad is successful.

As a recommendation, I would suggest that a project of this scope should be totally revalued. If rail is really needed, build it where it would provide benefits to the areas being travelled thru and completely replace the existing rail line and sell it when the new line is finished.

Thank you for your consideration.

Sincerely,

Donald W Wright

NOV. 12 2014

From: Roy Woodall
7895 134th st.
Sebastian FL. 32958
772-581-5777

To: John Winkle
Federal Railroad Adm.
1200 New Jersey Ave. S.E.
Room W38-31
Washington D.C. 20590

Dear Mr. Winkle;

I'm writing you with my concerns with All Aboard Florida's plans to rebuild and expand it's railroad.

I've lived full time in Florida for 10 years, Since my retirement, (moving from Maryland) Our home property runs deep (380 feet) into the scrub and directly borders

over

the Florida East Coast railway. We are affected by noise, vibrations and delays at crossings throughout our community.

I want you to know I'm not a train hater. I've ridden a train before, and I still have and display my Lionel set from my childhood.

I'm aware of the Amtrac passanger train that already runs from Orlando to Miami and as well as most all sites north and West in the United States.

I think F.E.C. Railroad and A.A.F. is a ploy to recieve Federal fund's to expand and rebuild rail and bridges for Fright, with no regard for Florida east coast residence and business property owners.

I would like a responce from you. I'm available to have a sit down with you in the near future.

Sincerly Roy Woodall

September 29, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E. Room 38-31
Washington, D.C. 20590

I am opposed to the All Aboard Florida (AAF) train business. Let me describe why.

The train schedule is not realistic. The idea that you can run 32 passenger plus up to 20 freight trains per day and not create serious east–west traffic flow problems is pure fantasy. Consider the ramifications: most of our coastal city residents plus Police and Fire personnel and equipment, and school buses, are all west of the track crossings while our physicians, hospitals, food sources, banks, trash pickup, service and tourist businesses, plus major artery U.S. 1 are all east of the tracks.

We are looking at four to six trains every hour of every day. In addition, the train tracks go right through the middle of every coastal town along U.S. 1 from Miami to Orlando. That represents a lot of serious traffic disruption. Especially in the city of Stuart, which has a rail drawbridge to handle water traffic.

Part of the negative attitude toward AAF, is the lack of benefit. A few businesses in Miami and Orlando would benefit greatly but the rest of us get zilch. We get no passenger stop and no jobs but do get to pay more taxes to support the RR crossings. I think our anger is justified.

People in every county affected by AAF train traffic will see property values decline. We will also get to experience all the noise and traffic disruption that goes along with it. Tourism will also decline along with related jobs.

The all aboard people have been deceptive and dishonest about too many things including money. Many here are aware that not one dollar of "AAF private money" is involved. Whoever actually owns AAF is simply after state and federal tax money. I agree with my neighbors who describe this as just another high speed rail boondoggle. In addition, the couple billion being requested is way short of what is actually needed. This makes many here highly suspicious of AAF motives and intentions.

Why did these AAF people not propose something useful, such as a normal speed commuter train that stops in all counties and towns making a couple round trips per day. I think the treasure coast communities could accept something like that. It might even make money. The AAF version wont.

Another thing that worried many down here were the safety issues related to high speed rail. The AAF representatives were not very knowledgeable about engineering requirements which include welded rails, concrete ties, and an expensive roadbed. Another problem AAF people did not seem to believe a factor was heat from the sun. Our sunshine can heat and warp steel rails. The AAF people should talk with the folks who run high speed trains in Europe.

I do not believe that AAF can make money on two trains a day let alone 32. The market is just not there. So, I have to wonder, just what are these AAF guys actually after.

Sincerely.

Frederick A. Wingate

Frederick A. Wingate
616 Ervin St.
Sebastian, Florida 32958

Nov. 4, 2014

Mr. John Winkle
Federal Railroad Admin.
1200 New Jersey Ave SE.
Room W. 38-31
Washington, D.C. 20590

Mr. Winkle,

I'm writing to document my objections to ALL Aboard Florida. ① Longer unedical response... People will die waiting for unedical transportation!! ② 32 trains daily at 110 mph?? Really?? That's a disaster in the making! These tracks aren't that strong! ③ Quality of Life will never be the same! This is OUR home! Our property values - residential & commercial - will plummet. Values still haven't recovered from the last economic disaster!! ④ Where is this "private venture" getting a low interest loan from??? Oh Yeah... from US

the tax-payer! This is just ridiculous!! As a taxpayer I'm just SICK of bailing-out & paying for other peoples mistakes! Its the wealthy-investors who will benefit from this nightmare! Our County (& others too) will not see one benefit - We are not stupid! We don't want this train!!! ① Sola Marie Holmes 1164 Breezy Way #44 Sebastian FL 32958

② Megan A. McCartney, 1172 Breezy Way #5D Sebastian, FL 32958

(3) Bettie M. Boger 9320 Seagrape Dr. Vero Bch, Fl 32963

(4) [illegible] 449 Del Monte Rd #B Sebastian, FL. 32958

⑤ Laura M. Gray 9375-106th Ave Vero Bch, FL 32967

⑤ Elizabeth Elam 431 Ponoka St. Sebastian, FL 32958

⑥ Linette Brown 4636-49th St. Vero Beach, Fl. 32967

⑦ Kenny & Jennifer Godfrey P.O. Box 422 Fellsmere, FL 32948

1420 Tradewinds Way
Sebastian, Fl 32958
Oct. 30, 2014

FRA
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Mr. Winkle,

Those of us who live on the Treasure Coast are emphatically opposed to the high speed railroad being proposed.

32 passenger trains per day plus freight trains running through our towns at 110 mph is a recipe for disaster.

You need to stop this before our quality of life is ruined.

There is a solution to this problem - use the tracks inland - not through our populated towns & cities.

Use some common sense.

Not all aboard,

Lora Stakey

Sebastian River Area
CHAMBER OF COMMERCE

November 19, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE, Room W38-311
Washington, DC 20590
Subject: All Aboard Florida Draft Environmental Impact Statement

Dear Mr. Winkle:

The Sebastian River Area Chamber of Commerce respectfully submits the following comments on the above subject, the Draft EIS for the project All Aboard Florida – Miami to Orlando Passenger Rail. Sebastian in northern Indian River County, is located approximately mid point of the proposed project between Miami and Orlando in east central Florida, directly on federal highway US One. The Sebastian business district is sandwiched between the Indian River Lagoon and the rail corridor.

While the City of Sebastian and Indian River County have stated intentions to provide comments to the DEIS, it is the intention of the Chamber of Commerce to comment on one section of the EIS which relates to economic condition.

Section 5.4.3 Economic Conditions

The conclusion and statements in this section are materially deficient and inadequate and fail to address a number of issues related to the economic impact of the project on the businesses within the Sebastian River Area:

Property Tax Revenue:

The conclusion that property taxes will not be negatively impacted is based strictly on two premises; that the only way the property taxes will be impacted is through acquisition of private property, and that business may displaced in Ft. Lauderdale. The first premise fails to recognize that property taxes are based upon property value overall, not just acquisition and that property values are based upon the desirability of the property to buyers. It is more logical to conclude that property values <u>will decrease</u> within the high speed rail corridor because of the <u>reduction in desirability of the property</u>. Thus property taxes will also decrease.

The second premise is that property taxes may decrease based upon business dislocation. This point is only applied to businesses in the Ft. Lauderdale area, and does not speak to businesses all along the rail corridor in Sebastian, Florida. The entire commercial district in Sebastian lies within the rail corridor, and business interruption and dislocation within the commercial district will negatively impact property values. There are no economic development centers for business to relocate to in Sebastian, Florida.

There are no long term beneficial economic impacts projected for the Sebastian commercial and business districts, all potential beneficial impacts listed in this section would apply to areas that will have stations/stops, and economic development hubs.

Section 5.4.3 also fails to address other potential negative economic impacts including:

1. potential reduction in GDP in Sebastian, Florida;
2. reduction in business activity and investment;
3. the tunnel effect of a decrease in the business activity of areas between the connection points;
4. a reduction of fixed asset investment, and
5. a diversion of economic activities from counties to populous urban districts, Miami and Orlando.

The DEIS has no appendixes on the potential negative economic impacts to Sebastian, and there is no consideration or proposed mitigation for the overall degradation of the local economy. There is no meaningful discussion on the long term impact of the negative economic impacts of this project.

In addition to the above comments, we have included in this package the results of a survey of our business members in the Sebastian River Area. We request that the comments that are included in each individual survey be considered in any decisions that the FRA will make regarding the All Aboard Florida project.

The Sebastian River Area Chamber of Commerce believes that the evaluation of the economic impacts included in the DEIS is incomplete and requests that a supplemental DEIS be required to address the issues listed above prior to issuance of a Record of Decision by the FRA.

Respectfully,

Beth L. Mitchell

Beth L. Mitchell

President/CEO

700 Main St., Sebastian, Florida 32958

772 589 5969, www.SebastianChamber.com

Constant Contact

Print Report

All Aboard Florida Survey
Response for: rex@rrgunshop.net
Completed: 4/14/2014 6:57 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

Comment: I think it will overall not benefit the city or business since there is no stop here.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: IF the frequency is such that it impacts traffic, it could hurt downtown activities and businesses.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: No financial benefit to us

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

If it can be stopped, stop it. The freight trains are bad enough.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: Anonymous

Completed: 3/27/2014 8:58 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- ✓ Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- Strongly Reject

Comment: But only if there is a stop in Indian River County

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: tupperette@aol.com
Completed: 4/13/2014 5:47 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: Don't see the benefits out weigh the noise and increased safety concerns. Current rails in FL less than successful.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: orcoffice@aol.com

Completed: 3/27/2014 8:59 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: 32 trains a day at 110 mph? No thanks.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: None

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Protest it going through here. And we sure don't need a stop here. All the low life's from everywhere would be infiltrating our little town.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: pirkle-chapman@hotmail.com

Completed: 3/27/2014 8:59 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Interruption of traffic flow will impact business for all businesses west of the railroad tracks from US 1.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Staff and patients will have to contend with road closing each time the train passes through Sebastian. We have nothing to gain by way of people stopping in this area to shop or use our services.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: Noise levels will increase and traffic will be disrupted. Not a winner for Sebastian and I would encourage our city leaders to do their job in making Sebastian a good place to live and work.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: No positive

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Aggressively oppose this waste of tax payer dollars. Noise and traffic disruptions will be intolerable to all the citizens of this county. Our quiet "fishing village" will

Constant Contact

Print Report

All Aboard Florida Survey

Response for: info@ferndalelodge.com

Completed: 3/27/2014 9:14 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- ✓ Moderately Support
- Neither Support or Reject
- Moderately Reject
- Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: build high speed rail tracks along I95

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Don't fight it, but do support efforts to add the "quiet crossings" at main street, Roseland rd, etc.
I get a laugh at all the small towns on the East Coast that want to get on the bandwagon by having "stops" along the way. What part of "high speed rail" don't they get. Also, it seems very selfish that if "it doesn't benefit our town - we don't want it". I'll bet people said that about gas powered motor cars vs. horses.
Our Chamber should encourage the project - but make sure that our quiet (used to be) fishing village is protected.
Ask anyone in the chamber who has ridden the Auto train ... non stop from Sanford to Virginia.. tracks right next to houses in certain areas with no quiet zones. but it serves the purpose of moving thousands of people and cars from one point to another.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: michelle@napierlawfl.com

Completed: 3/27/2014 9:45 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Train/track noise. Traffic congestion. Business interruption due to noise, vibration, etc. Environmental concerns.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Traffic congestion is assumed. Interruptions of business operations, conferences etc. due to noise, vibration, etc.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: vogand@maronda.com

Completed: 3/27/2014 9:46 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: I do not see how a high speed train coming through town that does not serve the residents in anyway is a positive. If it stopped in Vero Beach to service residents then I think that would serve us... also, how many of those trains will come through at night and what will the noise level be like.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: depending on the times the train will go through town, it will either impact traffic of sleep.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- ✓ Neither Support or Reject
- Moderately Reject
- Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: or Vero Beach

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Not sure you can stop a train... but I disagree that the residence need to put up with private industry who does not consider the needs of a community needing their services.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: bthobby@att.net
Completed: 3/26/2014 3:57 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit whatsoever,

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever,

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever,

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✓ Other: None

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I would like you to keep fighting to keep this nescience out of our town and the treasure coast in general. These trains will not benefit the general permanent population here. And will just be another inconvenience forced upon us. Not to mention the use of the general transportation line for goods from the south and north that already pass through on a frequent daily basis.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: wdilldelaw@bellsouth.net

Completed: 3/27/2014 9:52 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Excessive train traffic, noise and vibrations.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Delays in using our services. Safety concerns with crossing the tracks.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: Undue burden on Indian River County and Sebastian. Excessive impacts with no benefits.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✓ Other: Proof that train noise and vibrations would be less than we have now.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Organize and deliver information relating to adverse impacts of the trains for the EIS. Coordinate the hiring of legal assistance to fight and block Federal funding for the project.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: doctorneil9@yahoo.com
Completed: 3/26/2014 3:56 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
- Positive
- Negative
- ✓ No or Minimal Impact

Comment: think the plan is not good for the treasure coast as it serves us no benefits and will cause delays maybe deaths and too much noise

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
- Positive
- ✓ Negative
- No or Minimal Impact

Comment: too much noise many delays most people I speak to don't want it

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: great for the gamblers not good for the treasure coast residents too much noise and trouble for not getting any benefits it should be moved west and not be here

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: just move it out west

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

fight it with all there strength as it will not benefit our citizens

Constant Contact

Print Report

All Aboard Florida Survey

Response for: metalmasters@gmail.com

Completed: 3/27/2014 10:24 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- ✓ Moderately Support
- Neither Support or Reject
- Moderately Reject
- Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: dconley2@comcast.net

Completed: 3/26/2014 3:47 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: Too many trains.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

These train tracks should be located further west.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: Anonymous
Completed: 3/26/2014 3:35 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: toukietheclown@gmail.com

Completed: 3/26/2014 3:24 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Already being delayed with the freight trains We have a schedule to maintain and any delays would could cause us to lose a customer

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Causes customer delays as well

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: For the above reasons More traffic and more delays

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✓ Other: We have no positive feedback

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Definitely oppose this high speed rail

Constant Contact

Print Report

All Aboard Florida Survey

Response for: lspurlock@quitdoc.com

Completed: 3/26/2014 3:16 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Disrupted traffic and delays causing appointments to be late. Noise of train running and its horns between 16th Street and Rt 60 intersections will be a constant disruption. At that speed the train will be blasting its horn continuously as it flies between all IRC intersections.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Schools, recreation programs and businesses I work with in Sebastian and in Vero Beach will be impacted negatively by the noise and physical rumble.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: The tracks for high speed should not be coming through any urban/downtown area where tourists and pedestrians are trying to enjoy the ambiance of the region.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✓ Other: Move the project out west along the turnpike & I95 corridor.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I am not in favor of high speed trains going through downtown areas in IRC or through any area where there is high pedestrian traffic on the Treasure Coast.
It would be acceptable and even good for business for a slow train to come through and be a connector along cities on the Treasure Coast and THEN connect with the high speed train outside and away from our cities.
High speed rail needs to be located out west of our interstate highways to take advantage of the right of ways already established.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: rcantner@irsc.edu
Completed: 3/26/2014 3:16 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
- Positive
- Negative
- ✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
- Positive
- Negative
- ✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
- Strongly Support
- Moderately Support
- ✓ Neither Support or Reject
- Moderately Reject
- Strongly Reject

Comment: I hear pro and con about this issue. Local businesses in Vero more concerned about the impact.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Just stay on top as you have. I appreciate ALL update and info.
Thank you

Constant Contact

Print Report

All Aboard Florida Survey

Response for: jerry@woodsinsures.com

Completed: 3/26/2014 3:10 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Travel to clients east & west throughout Indian River and Brevard will impact or ability to conduct business due to the frequent blockage of rail crossings.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Same as prior but where client is traveling to our business.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: No financial benefit to the local business community. The trains will impact travel time, meeting scheduling, safety to community and bring no financial benefit.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Join other Chambers and Community groups and oppose this action by the FECRR. Do not write letters of support as they are asking of other chambers. This company plows all their $$ into their real estate development throughout Florida. For ongoing maintenance and repair they place band aids on the train bridges to better understand this take a close look at the Sebastian River RR Bridge rusty old metal built in the 1920's taking brutal beating from heavy freight trains 2 miles long never anticipated for the track. The freight trains which are limited to 55 miles per hour are dangerous enough to the public on these old structures now add 110

mile per hour trains that is insane and extremely dangerous to the general public and passengers. Speaking of passengers my understanding being mostly tourist traveling from South Florida to Orlando with the closest stop to our area being West Palm Beach and Cocoa.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: eallgonzalez@hotmail.com

Completed: 3/26/2014 3:05 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Noise

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Noise level
No benefit for sebastian

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
✓ Moderately Reject
Strongly Reject

Comment: Noise level
Add a stop in sebastian

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Reject unless there is a stop added

Constant Contact

Print Report

All Aboard Florida Survey

Response for: jeweler529@msn.com

Completed: 3/26/2014 2:52 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
✓ Neither Support or Reject
Moderately Reject
Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I cannot see a positive result to the Sebastian area of the initiation of high speed rail service.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: bobwalter3@bellsouth.net

Completed: 3/26/2014 2:13 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- ✓ Moderately Support
- Neither Support or Reject
- Moderately Reject
- Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I would like to see the Chambers of Commerce support at least one station in the county.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: terri.hulse@seacoastnational.com

Completed: 3/26/2014 2:46 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

Comment: Those individuals traveling from Miami to Orlando, usually use the Florida Turnpike or 95 to 528 and do not come into Sebastian.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Inconvenience due to the additional RR traffic - crossing closing, noise level

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- ✓ Neither Support or Reject
- Moderately Reject
- Strongly Reject

Comment: The HSR could relieve some of the traffic on 95 and 528, which would be a benefit, but I believe that there should be additional stops - Vero & Stuart/Jupiter. I understand that each town would like to be designated as a stop, that would be impossible and cause further overall delays.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: barginhunterwkly@aol.com

Completed: 3/26/2014 2:18 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Where is all the money coming from to handle this? More tax money when state of Florida all ready needs more money? Will there be more destruction of trees?

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: It appears our little town is starting to be like bigger cities. We are loosing our hometown community feel? Never satisfied with what we have?

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: To much traffic now.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Please protect our area from becoming a big city with lots of cement. Just left FT. LAUDERDALE BEACH area for some spring breakin. It is georgeous and we had a great time but way to much cement and not enough parks and things like we have here.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: terri.hulse@seacoastnational.com

Completed: 3/26/2014 2:46 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

Comment: Those individuals traveling from Miami to Orlando, usually use the Florida Turnpike or 95 to 528 and do not come into Sebastian.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Inconvenience due to the additional RR traffic - crossing closing, noise level

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- ✓ Neither Support or Reject
- Moderately Reject
- Strongly Reject

Comment: The HSR could relieve some of the traffic on 95 and 528, which would be a benefit, but I believe that there should be additional stops - Vero & Stuart/Jupiter. I understand that each town would like to be designated as a stop, that would be impossible and cause further overall delays.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: curtoxford@gmail.com

Completed: 3/26/2014 2:19 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: There is already too much sound pulution with the train service we do have. Traffic is also effected.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: I feel people will not want to frequent my clients businesses due to the loud noise and the loss of the small town feel we enjoy here in Sebastian

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: I am not in support of this for coming through Sebastian at all.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Even though it would be nice to have it stop here in Sebastian and have quiet crossovers above intersections (they really won't be quiet at all) I feel it would still be more of a nuisance and detriment. I do NOT support it at all . I lived in New York City next to a rail systems. This is truly NOT what people will want once they

Constant Contact

Print Report

All Aboard Florida Survey

Response for: stephanie.boucher@health-first.org

Completed: 3/26/2014 2:21 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: traffic congestion, increased noise

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: traffic congestion, increased noise

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- ✓ Neither Support or Reject
- Moderately Reject
- Strongly Reject

Comment: I would strongly support the railroad if a stop were made available in Indian River County.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Lobby for a stop in Indian River County.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: don@indianrivermassage.com

Completed: 3/26/2014 2:23 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: To much noise and delays.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: Move train to the mid state tracks.. Limited population and business's

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: Move the train to mid state.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Tell our Gov NO not in our area

Constant Contact®

Print Report

All Aboard Florida Survey

Response for: info@sebastianofficesupply.com

Completed: 3/26/2014 2:25 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: it would be taking out land and business next to the railroad tracks me included

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Please reject this project. I do not think it would be good for our area at all.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: ksm@ksmengineering.net

Completed: 3/26/2014 2:26 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: The tracks are directly behind our business. The current noise and horns are already heard by the normal train traffic. More traffic would only make this issue worst.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: All east bound customers would experience more delays in trying to get to our business on U.S.1.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: It would make more sense to run new tracks along a major hiway corridor. Overall, I feel it's a waste of money. Few, if any, people will ride this train to justify the expense.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: Allow the people in the affected areas to vote on it.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

This survey is a good start. Hold public meetings to get a sense of where people stand on this proposal.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: jenny.seemayer@regus.com

Completed: 3/26/2014 2:27 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- [x] Positive
- [ ] Negative
- [ ] No or Minimal Impact

Comment: If the train stops here, it might bring more business our way which is extremely positive.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- [ ] Positive
- [ ] Negative
- [x] No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- [x] Strongly Support
- [ ] Moderately Support
- [ ] Neither Support or Reject
- [ ] Moderately Reject
- [ ] Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- [x] Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- [x] Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- [x] Other: Stop in Vero Beach

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I think we should strongly campaign for stops in Indian River County, especially Sebastian and Vero Beach. I think this is a great idea but more importantly, having the train stop here will benefit IRC's inhabitants and possibly bring more business to our local businesses in IRC. This needs to be looked into. We may not be as big as West Palm, Ft. Lauderdale or Orlando but Indian River County deserves to have the train stop in Vero and Sebastian. I don't think we should allow this unless mandatory stops at Vero and Sebastian are agreed to by the FECI. If you need my assistance in campaigning for this, I will be more than happy to assist.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: terri.hulse@seacoastnational.com

Completed: 3/26/2014 2:46 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

Comment: Those individuals traveling from Miami to Orlando, usually use the Florida Turnpike or 95 to 528 and do not come into Sebastian.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Inconvenience due to the additional RR traffic - crossing closing, noise level

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
✓ Neither Support or Reject
Moderately Reject
Strongly Reject

Comment: The HSR could relieve some of the traffic on 95 and 528, which would be a benefit, but I believe that there should be additional stops - Vero & Stuart/Jupiter. I understand that each town would like to be designated as a stop, that would be impossible and cause further overall delays.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: jeweler529@msn.com

Completed: 3/26/2014 2:52 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
✓ Neither Support or Reject
Moderately Reject
Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I cannot see a positive result to the Sebastian area of the initiation of high speed rail service.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: eallgonzalez@hotmail.com

Completed: 3/26/2014 3:05 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Noise

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Noise level
No benefit for sebastian

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- ✓ Moderately Reject
- Strongly Reject

Comment: Noise level
Add a stop in sebastian

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Reject unless there is a stop added

Constant Contact

Print Report

All Aboard Florida Survey

Response for: jerry@woodsinsures.com

Completed: 3/26/2014 3:10 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Travel to clients east & west throughout Indian River and Brevard will impact or ability to conduct business due to the frequent blockage of rail crossings.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Same as prior but where client is traveling to our business.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: No financial benefit to the local business community. The trains will impact travel time, meeting scheduling, safety to community and bring no financial benefit.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Join other Chambers and Community groups and oppose this action by the FECRR. Do not write letters of support as they are asking of other chambers. This company plows all their $$ into their real estate development throughout Florida. For ongoing maintenance and repair they place band aids on the train

Constant Contact

Print Report

All Aboard Florida Survey

Response for: rcantner@irsc.edu

Completed: 3/26/2014 3:16 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- ✓ Neither Support or Reject
- Moderately Reject
- Strongly Reject

Comment: I hear pro and con about this issue. Local businesses in Vero more concerned about the impact.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Just stay on top as you have. I appreciate ALL update and info.
Thank you

Constant Contact

Print Report

All Aboard Florida Survey

Response for: lspurlock@quitdoc.com

Completed: 3/26/2014 3:16 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Disrupted traffic and delays causing appointments to be late. Noise of train running and its horns between 16th Street and Rt 60 intersections will be a constant disruption. At that speed the train will be blasting its horn continuously as it flies between all IRC intersections.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Schools, recreation programs and businesses I work with in Sebastian and in Vero Beach will be impacted negatively by the noise and physical rumble.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: The tracks for high speed should not be coming through any urban/downtown area where tourists and pedestrians are trying to enjoy the ambiance of the region.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: Move the project out west along the turnpike & I95 corridor.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I am not in favor of high speed trains going through downtown areas in IRC or through any area where there is high pedestrian traffic on the Treasure Coast.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: toukietheclown@gmail.com

Completed: 3/26/2014 3:24 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Already being delayed with the freight trains We have a schedule to maintain and any delays would could cause us to lose a customer

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Causes customer delays as well

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: For the above reasons More traffic and more delays

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: We have no positive feedback

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Definitely oppose this high speed rail

Constant Contact

Print Report

All Aboard Florida Survey

Response for: Anonymous

Completed: 3/26/2014 3:35 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: dconley2@comcast.net

Completed: 3/26/2014 3:47 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: Too many trains.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

These train tracks should be located further west.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: doctorneil9@yahoo.com

Completed: 3/26/2014 3:56 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

Comment: think the plan is not good for the treasure coast as it serves us no benefits and will cause delays maybe deaths and too much noise

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: too much noise many delays most people I speak to don't want it

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: great for the gamblers not good for the treasure coast residents too much noise and trouble for not getting any benefits it should be moved west and not be here

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✓ Other: just move it out west

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

fight it with all there strength as it will not benefit our citizens

Constant Contact

Print Report

All Aboard Florida Survey
Response for: georgelins926@gmail.com
Completed: 5/27/2014 7:53 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: none

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

reject it outright

Constant Contact

Print Report

All Aboard Florida Survey

Response for: bthobby@att.net

Completed: 3/26/2014 3:57 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit whatsoever,

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: None

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I would like you to keep fighting to keep this nescience out of our town and the treasure coast in general. These trains will not benefit the general permanent population here. And will just be another inconvenience forced upon us. Not to mention the use of the general transportation line for goods from the south and

Constant Contact

Print Report

All Aboard Florida Survey
Response for: Anonymous
Completed: 5/17/2014 7:21 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: ditch13galleryandgifts@comcast.net

Completed: 3/26/2014 3:58 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- [x] Positive
- [ ] Negative
- [ ] No or Minimal Impact

Comment: It will bring people to the area.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- [x] Positive
- [ ] Negative
- [ ] No or Minimal Impact

Comment: More people spend more money

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- [x] Strongly Support
- [ ] Moderately Support
- [ ] Neither Support or Reject
- [ ] Moderately Reject
- [ ] Strongly Reject

Comment: I will be able to travel to other areas as well.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- [ ] Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- [x] Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- [ ] Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Maybe the chamber could get new businesses to open up in the area to help provide transportation/tours to and from other areas rather than just the Sebastian Downtown corridor.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: Anonymous
Completed: 5/16/2014 6:59 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
✓ Moderately Support
Neither Support or Reject
Moderately Reject
Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

we need a stop! I travel to Orlando very frequently for business!!

Constant Contact

Print Report

All Aboard Florida Survey

Response for: casi100@bellsouth.net

Completed: 3/26/2014 4:12 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: I feel that this railway will have absolutely no benefits for our community other then costing the city monies that could be utilized elsewhere

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I do not feel that the Chamber should take either a yea or nay stance in regards to the railway but to keep communications open with our business members and community with an unbiased opinion.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: sebastiansroadsiderestaurant@gmail.com

Completed: 3/26/2014 4:31 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
✓ Moderately Support
Neither Support or Reject
Moderately Reject
Strongly Reject

Comment: A local station would be positive for business.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Support the measure.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: leahfacto@yahoo.com
Completed: 5/16/2014 2:40 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✓ Other: Nothing will change my mind.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Whatever you can do to make it not happen!

Constant Contact

Print Report

All Aboard Florida Survey

Response for: cynthia@vandevoordelaw.com

Completed: 3/26/2014 4:42 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Increased noise, traffic, and physical disruptions (shaking) will adversely affect my business and the desirability of the current location of my business. Also, this will deliberately bypass traffic that would otherwise get an opportunity to view and stop in to our community.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: I have hear many negative comments from clients. I have not heard any support for this project from members of our community.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
✓ Moderately Reject
Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✓ Other: Moving the rail lines to a location off US-1 to I-95 corridor.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey
Response for: bfext@bellsouth.net
Completed: 5/2/2014 7:07 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: The only real impact would be traffic backed up traveling east and west across the railroad tracks.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Same as previous question.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: The reason I reject the proposed high speed railroad is because there are no stops in Indian River County. This does not benefit us in any way.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

You need to insist on having the Train to stop in the Sebastian area so it benefits the local economy.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: cbboc@yahoo.com

Completed: 3/26/2014 4:47 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- [x] Positive
- [ ] Negative
- [ ] No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- [x] Positive
- [ ] Negative
- [ ] No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- [x] Strongly Support
- [ ] Moderately Support
- [ ] Neither Support or Reject
- [ ] Moderately Reject
- [ ] Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- [ ] Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- [x] Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- [ ] Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Whatever needs to be done in order to accomplish this proposed project quickly! It has been in the talk for too long....

Constant Contact

Print Report

All Aboard Florida Survey

Response for: virginia.heeter@coldwellbanker.com

Completed: 3/26/2014 5:38 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Will bind up the traffic load on the Main Street crossing onto US Hwy 1

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: This will impact traffic flow to and from the main arteries of Sebastian

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: With no regular stops in Indian River or St Lucie Counties there is no advantage to having the train disruption in traffic. I feel strongly that the system might be more utilized if there was at least 1 stop in Indian River County.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Continue researching whether there might me need for a stop or stops here in this county

Constant Contact

Print Report

All Aboard Florida Survey

Response for: shadygrovenursery@yahoo.com

Completed: 4/29/2014 12:56 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Having to wait on trains that have no impact here is not what our city needs. We need services that BRING in customers and can TAKE us to other destinations. How many people are really going to pay the extra cost to take a train from Orlando to Palm Beaches or Miami. The planes they come in on will take them to these cities without the hassles of disembarking plane, going to airport, getting on train, getting off train.....I feel it is only going to cause a unsafe environment & much stress f

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
No or Minimal Impact

Comment: See comment above.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Make Sebastian a " DESTINATION " for the train.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: nm2101@yahoo.com

Completed: 3/26/2014 10:19 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Traffic stopping, noise pollution.
Environmental pollutants create anxiety which disturbs performing daily activities and increasing mental instability.
Our small town feeling will be disturbed. I predict sanity will decrease and crime will increase just because people feel less at ease.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Most of my clients are very elderly. The disturbance of their serenity will be very unhealthy to the body and the mind.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: No positive effect for us: only negative.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: reasonable fees

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Must lobby the federal politicians.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: mgingras61@gmail.com

Completed: 3/26/2014 10:52 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: lsmith@jerrysmithtile.com

Completed: 4/23/2014 12:05 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: TRAFFIC WILL BE BACKED UP AT CROSSINGS MANY TIMES A DAY. WHEN A TRAIN GOES BY NOW OUR BUILDINGS SHAKE LIKE CRAZY. EVERY YEAR WE HAVE TO REATTACH OUR CROWN MOLDINGS AND ALL THE TILES SHAKE ON THEIR RACKS IN OUR SHOWROOM AT JERRY SMITH TILE MAKING IT DIFFICULT TO TALK. I CAN'T EVEN IMAGINE WHAT IT WILL BE LIKE WITH 32 TRAINS A DAY! IT IS RIDICULOUS AND OUR PROPERTY VALUES WILL GO DOWN IT MAY PUT US OUT OF BUSINESS THE GOVT SHOULD NOT BE IN THE BUSINESS OF LENDING MONEY MAKE THEM MOVE OUT WEST!

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: WE WILL NOT BE ABLE TO GO ABOUT BUSINESS IN A NORMAL WAY EVER AGAIN ANYWHERE ON THE EAST COAST IF THIS IS ALLOWED TO HAPPEN BECAUSE THE EXISTING TRACKS SPLIT ALL OF OUR TOWNS IN TWO!!! IT WILL BE DISASTEROUS FOR BUSINESSES, PROPERTY VALUES, EMERGENCIES, TRAVEL, TRAFFIC, SAFETY ETC!

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: THESE QUESTIONS ARE VERY REPETITIOUS!

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: USE THE TRACKS WEST OF TOWN!

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

LET'S GET TOGETHER AND FIGHT THIS THING! PETITIONS
AND ANYTHING ELSE WE CAN DO. THE FEDERAL GOVT SHOULD NOT BE USING OPUR TAX DOLLARS TO FUND PRIVATE ENTERPRISES. THIS IS OUR PROPERTY AND OUR BUSINESSES ARE OUR LIFELINES. A COUPLE OF TIMES A DAY WE CAN PUT UP WITH BUT NOT 32 TIMES A DAY. PEOPLE WILL DIE WHEN THEY CAN'T GET TO HOSPITALS. THEY DO NOT HAVE THE RIGHT TO DESTROY OUR TOWNS, OUR BUSINESSES, AND THE VALUE OF OUR PROPERTIES. WE HAVE EXISTED FOR YEARS TRAVELING BY CAR, BUS OR PLANES. WE DON'T NEED TRAINS!

Constant Contact

Print Report

All Aboard Florida Survey
Response for: Anonymous
Completed: 7/30/2014 11:34 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
Strongly Reject

Comment: Do you have a survay for Residences as well as businesses?

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Stop the train

Constant Contact

Print Report

All Aboard Florida Survey

Response for: mickey@cappcustom.com

Completed: 10/25/2014 8:09 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

REJECT! it will become a additional freight line

Constant Contact

Print Report

All Aboard Florida Survey

Response for: reservations@hirams.com

Completed: 10/17/2014 11:19 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- Negative
- ☑ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ☑ Negative
- No or Minimal Impact

Comment: crossing over from the West is stalled and safety for our children and elderly who walk or bike over the tracks at many streets

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ☑ Strongly Reject

Comment: Safety as well as no stops are my main issues.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

vote no train!

Constant Contact

Print Report

All Aboard Florida Survey
Response for: Anonymous
Completed: 10/10/2014 11:50 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: This project will have a negative impact on the community, with zero benefits.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

If Sebastian has no station, there is no benefit.
The chamber should oppose the project.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: margieduffell@aol.com

Completed: 10/9/2014 9:21 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: No Positive influence

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: mickey@cappcustom.com

Completed: 10/25/2014 8:09 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

REJECT! it will become a additional freight line

Constant Contact

Print Report

All Aboard Florida Survey
Response for: fredsautobody@comcast.net
Completed: 10/24/2014 11:52 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: TRAIN WILL SHAKE MY BLDG.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: LESS ACCESS

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

Comment: THEY COULD GO UP THE MIDDLE OF THE STATE

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: chrispozgar351@msn.com

Completed: 10/17/2014 4:43 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
Moderately Reject
✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
✓ Other: Residence and business quiet infrastructure

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Wildlife protection.
Business and Residence noise protection

Constant Contact

Print Report

All Aboard Florida Survey
Response for: cindi@fleye.com
Completed: 10/2/2014 10:40 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: As a Healthcare practice we are concerned with easy paths of egress to and from our facility for patients throughout the county. We are also concerned about potential interruptions for EMS and Emergency vehicles.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: Our business is opening a satellite office east of the railroad tracks that impact patient appointment times and emergency access.

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: The entire idea is boon-doggle.
We are taught as business people to effectively research an idea before implementing. The supposed ridership numbers are not based on reality. It is the mind-set of 'build it and they will come'.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: Move rail path to Center of State

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Find out how we can stop this from going forward.
As business people and tax paying citizens, we do not want public money (loan or otherwise) used to support this project.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: sabrina.seme@bbbsbigs.org

Completed: 9/26/2014 2:59 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- ✓ Other: Bridges or tunnels to prevent traffic from being stopped.

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Constant Contact

Print Report

All Aboard Florida Survey

Response for: Anonymous

Completed: 7/10/2014 10:27 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

This will destroy the area !

Constant Contact

Print Report

All Aboard Florida Survey

Response for: ckbell@gulfstreamgoodwill.com

Completed: 3/27/2014 12:42 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
Negative
✓ No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
✓ Neither Support or Reject
Moderately Reject
Strongly Reject

Comment: Has no effect on our business and may pave the way for new business in the future.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

I think that the high speed railroad will be good for the Sebastian area as travelers will get a glimpse of the pretty city and may want to travel to it in the future

Constant Contact

Print Report

All Aboard Florida Survey

Response for: mmiller.miatc@gmail.com

Completed: 4/16/2014 3:24 PM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: Delays at crossings will increase costs to customers

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer
Positive
✓ Negative
No or Minimal Impact

Comment: See above

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer
Strongly Support
Moderately Support
Neither Support or Reject
✓ Moderately Reject
Strongly Reject

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer
Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Install tracks west of the populated areas

Constant Contact

Print Report

All Aboard Florida Survey

Response for: patricia.jamar@solsticecommunities.com

Completed: 3/27/2014 8:12 AM EDT

1 How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

Comment: We represent a 400-unit manufactured home community that backs up to the FEC railway on one side. We are already seeing many homeowners putting their homes up for sale in anticipation of the train traffic interfering more so than the current freight train traffic/noise they are experiencing now.

2 How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If positive or negative, please describe the specific ways in which your business operations will be impacted.

Answer

- Positive
- ✓ Negative
- No or Minimal Impact

3 What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space provided, please explain why you support, reject or neither support or reject the proposed high speed railroad.

Answer

- Strongly Support
- Moderately Support
- Neither Support or Reject
- Moderately Reject
- ✓ Strongly Reject

Comment: We feel the route should be moved toward the western portions of our county, to avoid further disruption of traffic, noise pollution and the potential for more high-speed car/train accidents.

4 My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply):

Answer

- ✓ Addition of "quiet crossing" infrastructure at intersections of the railroad tracks with public streets or roads.
- ✓ Addition of a station or stop for passengers using the high speed railroad in the Sebastian area.
- Other

5 In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed railroad.

Support the local government's involvement in joining a Treasure Coast alliance group to create a larger "voice" in opposition to the trains running through our

Constant Contact Survey Results

Survey Name: All Aboard Florida Survey
Response Status: Partial & Completed
Filter: None
Nov 19, 2014 9:32:42 AM

Sebastian River Area CHAMBER OF COMMERCE

1. How will your business operations be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? If p

	Answer	Respondent
	The tracks are directly behind our business. The current noise and horns are already heard by the normal train traffic. More traffic would only make this issue worst.	ksm@ksmengineering.net
	There is already too much sound pulution with the train service we do have. Traffic is also effected.	curtoxford@gmail.com
	Where is all the money coming from to handle this? More tax money when state of Florida all ready needs more money? Will there be more destruction of trees?	barginhunterwkly@aol.com
	traffic congestion, increased noise	stephanie.boucher@health-first.org
	To much noise and delays.	don@indianrivermassage.com
	Delays at crossings will increase costs to customers	mmiller.miatc@gmail.com
	If the train stops here, it might bring more business our way which is extremely positive.	jenny.seemayer@regus.com
	Those individuals traveling from Miami to Orlando, usually use the Florida Turnpike or 95 to 528 and do not come into Sebastian.	terri.hulse@seacoastnational.com
	Disrupted traffic and delays causing appointments to be late. Noise of train running and its horns between 16th Street and Rt 60 intersections will be a constant disruption. At that speed the train will be blasting its horn continuously as it flies between all IRC intersections.	lspurlock@quitdoc.com
	Travel to clients east & west throughout Indian River and Brevard will impact or ability to conduct business due to the frequent blockage of rail crossings.	jerry@woodsinsures.com
	Noise	eallgonzalez@hotmail.com
	Already being delayed with the freight trains We have a schedule to maintain and any delays would could cause us to lose a customer	toukietheclown@gmail.com
	The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit whatsoever,	bthobby@att.net
	think the plan is not good for the treasure coast as it serves us no benefits and will cause delays maybe deaths and too much noise	doctorneil9@yahoo.com
	It will bring people to the area.	ditch13galleryandgifts@comcast.net
	Increased noise, traffic, and physical disruptions (shaking) will adversely affect my business and the desirability of the current location of my business. Also, this will deliberately bypass traffic that would otherwise get an opportunity to view and stop in to our community.	cynthia@vandevoordelaw.com
	26 additional stops a day at train tracks will deter customers from choosing businesses on the other side of the tracks.	info@computerhealthcare.net
	Will bind up the traffic load on the Main Street crossing onto US Hwy 1	virginia.heeter@coldwellbanker.com
	We are a manufactured home and RV community that backs up to the current rail service. It creates problems because a large portion of people do not want to be in the sites located along the back the community where the tracks are. We already lose revenue and an additional 32 trains would be a disaster for us.	barbarawp@bellsouth.net
	Traffic stopping, noise pollution. Environmental pollutants create anxiety which disturbs performing daily activities and increasing mental instability. Our small town feeling will be disturbed. I predict sanity will decrease and crime will increase just because people feel less at ease.	nm2101@yahoo.com
	We represent a 400-unit manufactured home community that backs up to the FEC railway on one side. We are already seeing many homeowners putting their homes up for sale in anticipation of the train traffic interfering more so than the current freight train traffic/noise they are experiencing now.	patricia.jamar@solsticecommunities.com
	Interruption of traffic flow will impact business for all businesses west of the railroad tracks from US 1.	pirkle-chapman@hotmail.com
	Excessive train traffic, noise and vibrations.	wdilldelaw@bellsouth.net
	Train/track noise. Traffic congestion. Business interruption due to noise, vibration, etc. Environmental concerns.	michelle@napierlawfl.com

	I do not see how a high speed train coming through town that does not serve the residents in anyway is a positive. If it stopped in Vero Beach to service residents then I think that would serve us... also, how many of those trains will come through at night and what will the noise level be like.	vogand@maronda.com
	My business is near the railroad tracks. Infrequent trains pass currently, but there is a lot of noise, with my building shaking, and disruption of normal conversations occurring during the passing of a train. 32 trains a day is too much noise and will negatively effect the quality of life in my community, disrupt my business, and give my county (Indian River County) no benefit, as the railroad does not see fit to even stop once in the county. I oppose the railroad plan.	thecatsmeowcatcl@aol.com
	As a Real Estate Broker, it will have a huge depreciation value on the sale of homes.	keepirbeautiful@gmail.com
	I own a florist in Sebastian so it will have a negative impact on getting deliveries as about 80 percent of our deliveries require crossing the tracks.	paradisefloristandgift@gmail.com
	Sower commutes waiting for trains	wcpoertner@gmail.com
	Patients using our services must cross the tracks to get from certain parts of Wabasso, Sebastian and Barefoot Bay to Fellsmere. They can choose to go to another provider on the same side of the tracks, having a negative impact on our business.	vsoule@tcchinc.org
	TRAFFIC WILL BE BACKED UP AT CROSSINGS MANY TIMES A DAY. WHEN A TRAIN GOES BY NOW OUR BUILDINGS SHAKE LIKE CRAZY. EVERY YEAR WE HAVE TO REATTACH OUR CROWN MOLDINGS AND ALL THE TILES SHAKE ON THEIR RACKS IN OUR SHOWROOM AT JERRY SMITH TILE MAKING IT DIFFICULT TO TALK. I CAN'T EVEN IMAGINE WHAT IT WILL BE LIKE WITH 32 TRAINS A DAY! IT IS RIDICULOUS AND OUR PROPERTY VALUES WILL GO DOWN IT MAY PUT US OUT OF BUSINESS THE GOVT SHOULD NOT BE IN THE BUSINESS OF LENDING MONEY MAKE THEM MOVE OUT WEST!	lsmith@jerrysmithtile.com
	People will not want to wait at train crossings to get to the "east" side of town and will do their business and shopping on the side being most convenient.	Anonymous
	More Noise and Train Traffic through our rural area and it most likely will not have a stop brining new clients....	vickysantana@me.com
	Noise should be considered	barryscanlon1@gmail.com
	All bad	Anonymous
	Delaying of Traffic tremendously over current RR schedule. Noise and creating a dangerous condition of the town being split in half 32 times a day by a 100mph missle.	tedpank@comcast.net
	We already experience vibrations of our buildings when the current trains pass; this will be more frequent.	sebastianquality@bellsouth.net
	no stops. more train traffic. Have we checked as to whether more freight traffic will be coming down the road at some point. Thats where the railroad really makes its money.	Anonymous
	As a realtor, explaining that the train will cross our community about 38 times a day does not make our homes value increase! The customers that have recently purchased have stated that they would not have bought their home here had tey known about the hgh speed railroad.	Anonymous
	The noice from the train and closing 512 and main every hour is not good	joanmarievanover@yahoo.com
	I think it will overall not benefit the city or business since there is no stop here.	rex@rrgunshop.net
	Having to wait on trains that have no impact here is not what our city needs. We need services that BRING in customers and can TAKE us to other destinations. How many people are really going to pay the extra cost to take a train from Orlando to Palm Beaches or Miami. The planes they come in on will take them to these cities without the hassles of disembarking plane, going to airport, getting on train, getting off train.....I feel it is only going to cause a unsafe environment & much stress f	shadygrovenursery@yahoo.com
	The only real impact would be traffic backed up traveling east and west across the railroad tracks.	bfext@bellsouth.net
	As a Healthcare practice we are concerned with easy paths of egress to and from our facility for patients throughout the county. We are also concerned about potential interruptions for EMS and Emergency vehicles.	cindi@fleye.com
	TRAIN WILL SHAKE MY BLDG.	fredsautobody@comcast.net
	I live on one side and my business is on the other side of the tracks. Getting to and from with inventory etc will be impacted.	doug@seasidevapors.com
2. How will your customers or clients of your business be impacted by the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the		
	Answer	**Respondent**
	All east bound customers would experience more delays in trying to get to our business on U.S.1.	ksm@ksmengineering.net
	delays getting across tracks	arthurargenio@comcast.net

	I feel people will not want to frequent my clients businesses due to the loud noise and the loss of the small town feel we enjoy here in Sebastian	curtoxford@gmail.com
	It appears our little town is starting to be like bigger cities. We are loosing our hometown community feel? Never satisfied with what we have?	barginhunterwkly@aol.com
	traffic congestion, increased noise	stephanie.boucher@health-first.org
	it would be taking out land and business next to the railroad tracks me included	info@sebastianofficesupply.com
	See above	mmiller.miatc@gmail.com
	Inconvenience due to the additional RR traffic - crossing closing, noise level	terri.hulse@seacoastnational.com
	Schools, recreation programs and businesses I work with in Sebastian and in Vero Beach will be impacted negatively by the noise and physical rumble.	lspurlock@quitdoc.com
	Same as prior but where client is traveling to our business.	jerry@woodsinsures.com
	Noise level No benefit for sebastian	eallgonzalez@hotmail.com
	Causes customer delays as well	toukietheclown@gmail.com
	The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever,	bthobby@att.net
	too much noise many delays most people I speak to don't want it	doctorneil9@yahoo.com
	More people spend more money	ditch13galleryandgifts@comcast.net
	I have hear many negative comments from clients. I have not heard any support for this project from members of our community.	cynthia@vandevoordelaw.com
	Property values will decrease Traffic will be backed up Noise pollution	info@computerhealthcare.net
	This will impact traffic flow to and from the main arteries of Sebastian	virginia.heeter@coldwellbanker.com
	See above	barbarawp@bellsouth.net
	Most of my clients are very elderly. The disturbance of their serenity will be very unhealthy to the body and the mind.	nm2101@yahoo.com
	Staff and patients will have to contend with road closing each time the train passes through Sebastian. We have nothing to gain by way of people stopping in this area to shop or use our services.	pirkle-chapman@hotmail.com
	Delays in using our services. Safety concerns with crossing the tracks.	wdilldelaw@bellsouth.net
	Traffic congestion is assumed. Interruptions of business operations, conferences etc. due to noise, vibration, etc.	michelle@napierlawfl.com
	depending on the times the train will go through town, it will either impact traffic of sleep.	vogand@maronda.com
	Disturbing the peace with loud train noises 32 times daily. I like my community the way it is, with an occasional train only. My business is near the tracks and passing trains require us to stop conversations, and shake the building and the floors. My patients are also disturbed by the noise. In addition, I am sure there will be odors associated with the trains also, and fumes which will negatively impact our Indian River Lagoon, already having problems with run off & pollution,bad4tourism	thecatsmeowcatcl@aol.com
	It will impact my business and customers greatly! The Real Estate values will plummet and we will lose buyers to the area.	keepirbeautiful@gmail.com
	more delays-health hazard for emergency vehicle traffic and noise of horns	logo.sew@comcast.net
	Fewer homes will be sold along the rail. Grant, Barefoot Bay, Sebastin.	wcpoertner@gmail.com
	We have business locations on both sides of the track. The number of trains added will delay staff and patients getting to their destination.	vsoule@tcchinc.org
	WE WILL NOT BE ABLE TO GO ABOUT BUSINESS IN A NORMAL WAY EVER AGAIN ANYWHERE ON THE EAST COAST IF THIS IS ALLOWED TO HAPPEN BECAUSE THE EXISTING TRACKS SPLIT ALL OF OUR TOWNS IN TWO!!! IT WILL BE DISASTEROUS FOR BUSINESSES, PROPERTY VALUES, EMERGENCIES, TRAVEL, TRAFFIC, SAFETY ETC!	lsmith@jerrysmithtile.com
	People will not want to wait at train crossings to get to the "east" side of town and will do their business and shopping on the side being most convenient.	Anonymous
	The noise and increased train traffic may detour clients from choosing to live in our area which is more laid back and quaint.	vickysantana@me.com
	customers & clients hate the idea!!	Anonymous
	A populated area being split in half 32 times a day by a high speed train can have no positive effect in our community.	tedpank@comcast.net
	Will/may increase time needed to visit our store...we are only a few hundred feet from railway	info@allritewaterfl.com
	Hindered access to medical facilities.	Anonymous

	They will go other ways to travel go to 95 to go north and south not rt1	joanmarievanover@yahoo.com
	IF the frequency is such that it impacts traffic, it could hurt downtown activities and businesses.	rex@rrgunshop.net
	See comment above.	shadygrovenursery@yahoo.com
	Same as previous question.	bfext@bellsouth.net
	crossing over from the West is stalled and safety for our children and elderly who walk or bike over the tracks at many streets	reservations@hirams.com
	Our business is opening a satellite office east of the railroad tracks that impact patient appointment times and emergency access.	cindi@fleye.com
	LESS ACCESS	fredsautobody@comcast.net
	Most of our customers can not get from their homes or workplaces to my business without crossing tracks.	doug@seasidevapors.com
3. What is your general level of support for the proposed high speed railroad that will be using the lands of the Florida East Coast Railroad near US Highway 1 through the Sebastian area? In the space		
	Answer	**Respondent**
	It would make more sense to run new tracks along a major hiway corridor. Overall, I feel it's a waste of money. Few, if any, people will ride this train to justify the expense.	ksm@ksmengineering.net
	not really privately funded. 1.5 billion loan from government which will never be paid back to bring people to casinos. The so called private is only if it is profitable. The risk is to the taxpayers.	arthurargenio@comcast.net
	I am not in support of this for coming through Sebastian at all.	curtoxford@gmail.com
	I would strongly support the railroad if a stop were made available in Indian River County.	stephanie.boucher@health-first.org
	Move train to the mid state tracks.. Limited population and business's	don@indianrivermassage.com
	The HSR could relieve some of the traffic on 95 and 528, which would be a benefit, but I believe that there should be additional stops - Vero & Stuart/Jupiter. I understand that each town would like to be designated as a stop, that would be impossible and cause further overall delays.	terri.hulse@seacoastnational.com
	The tracks for high speed should not be coming through any urban/downtown area where tourists and pedestrians are trying to enjoy the ambiance of the region.	lspurlock@quitdoc.com
	No financial benefit to the local business community. The trains will impact travel time, meeting scheduling, safety to community and bring no financial benefit.	jerry@woodsinsures.com
	Noise level Add a stop in sebastian	eallgonzalez@hotmail.com
	I hear pro and con about this issue. Local businesses in Vero more concerned about the impact.	rcantner@irsc.edu
	For the above reasons More traffic and more delays	toukietheclown@gmail.com
	Too many trains.	dconley2@comcast.net
	The road that my business is on will be directly impacted by the daily traffic of these trains. The noise will bother me and I see no benefit what so ever,	bthobby@att.net
	great for the gamblers not good for the treasure coast residents too much noise and trouble for not getting any benefits it should be moved west and not be here	doctorneil9@yahoo.com
	I will be able to travel to other areas as well.	ditch13galleryandgifts@comcast.net
	I feel that this railway will have absolutely no benefits for our community other then costing the city monies that could be utilized elsewhere	casi100@bellsouth.net
	A local station would be positive for business.	sebastiansroadsiderestaurant@gmail.com
	32 trains a day at 110 mph? No thanks.	orcoffice@aol.com
	Traffic jams Noise Customers will avoid crossing the tracks if they can Property values will decline	info@computerhealthcare.net
	With no regular stops in Indian River or St Lucie Counties there is no advantage to having the train disruption in traffic. I feel strongly that the system might be more utilized if there was at least 1 stop in Indian River County.	virginia.heeter@coldwellbanker.com
	A sound barrier wall would have to be installed at the expense of the railway to offset the additional noise our residents would have to endure.	barbarawp@bellsouth.net
	No positive effect for us: only negative.	nm2101@yahoo.com
	We feel the route should be moved toward the western portions of our county, to avoid further disruption of traffic, noise pollution and the potential for more high-speed car/train accidents.	patricia.jamar@solsticecommunities.com

	Noise levels will increase and traffic will be disrupted. Not a winner for Sebastian and I would encourage our city leaders to do their job in making Sebastian a good place to live and work.	pirkle-chapman@hotmail.com
	But only if there is a stop in Indian River County	Anonymous
	Undue burden on Indian River County and Sebastian. Excessive impacts with no benefits.	wdilldelaw@bellsouth.net
	Has no effect on our business and may pave the way for new business in the future.	ckbell@gulfstreamgoodwill.com
	This railroad plan is not needed at all, and I strongly reject the plan I once lived in a house next to the tracks, and I have first hand experience with the incredibly loud and disruptive noises produced by trains including crossings bells and monster horns of incredible decibels "warning" of the approach of a train. Good God-anyone could hear a train even with a horn a tenth the volume. I am rattled to the bone by train noise now, with my business near the tracks, but only infrequently now.	thecatsmeowcatcl@aol.com
	The trains would without question, negatively impact our peaceful community. It will endanger pedestrians, children, stray animals,sale of properties, emergency response time, and may lead to many unnecessary deaths. This train has NO benefit to Indian River County it only hurts us.	keepirbeautiful@gmail.com
	no benefit-only downside problems	logo.sew@comcast.net
	I don't want to see our nice little town to have high speed trains going thru it.i	paradisefloristandgift@gmail.com
	We do not need trains flying through our community at high speeds. We do not need the added noise to our community. We will not benefit from this service.	wcpoertner@gmail.com
	this project is a great step in the right direction for florida's mass transit infastructure	william.r.schultz@walgreens.com
	The east coast near US Highway 1 is not rural. Increased use of these tracks will add noise and congestion to this scenic roadway, increase potential individual injury and/or major catastrophes, and ruin what is left of small town shopping.	vsoule@tcchinc.org
	THESE QUESTIONS ARE VERY REPETITIOUS!	lsmith@jerrysmithtile.com
	I STRONGLY am OPPOSED to spending MY tax dollars for the care and upkeep of the crossing areas for this PRIVATELY OWNED businessâ¦ This is NOT democracy!!! It is the raping of us private citizens.	Anonymous
	It maybe private now but you know tax dollars will be in there somewhere	barryscanlon1@gmail.com
	No way, No how!!	Anonymous
	I do not see any positive aspect for Sebastian or our entire county..	tedpank@comcast.net
	Do not feel it is appropriate to reject since the railroad was there and in use when we purchased the property.	sebastianquality@bellsouth.net
	as long as sebastian area receives no benefits and has to pay	Anonymous
	I am concerned for the safety of our drivers and their passengers at crossings, high noise level, more time wasted at additional crossings.	planbsolutions@comcast.net
	The private company stands to benefit monetarily while our community and counties bear the burden of crossing maintenance ehich will only increase with added use.	Anonymous
	Don't see the benefits out weigh the noise and increased safety concerns. Current rails in FL less than successful.	tupperette@aol.com
	No financial benefit to us	rex@rrgunshop.net
	The reason I reject the proposed high speed railroad is because there are no stops in Indian River County. This does not benefit us in any way.	bfext@bellsouth.net
	Do you have a survay for Residences as well as businesses?	Anonymous
	Safety as well as no stops are my main issues.	reservations@hirams.com
	The entire idea is boon-doggle. We are taught as business people to effectively research an idea before implementing. The supposed ridership numbers are not based on reality. It is the mind-set of 'build it and they will come'.	cindi@fleye.com
	This project will have a negative impact on the community, with zero benefits.	Anonymous
	THEY COULD GO UP THE MIDDLE OF THE STATE	fredsautobody@comcast.net
	This will totally interrupt our way of life.	doug@seasidevapors.com
4. My level of support for the proposed high speed railroad would be positively influenced by the following factors (please mark all that apply): - Other responses		
	Answer	**Respondent**
	Allow the people in the affected areas to vote on it.	ksm@ksmengineering.net
	no government money used	arthurargenio@comcast.net
	To much traffic now.	barginhunterwkly@aol.com
	Move the train to mid state.	don@indianrivermassage.com
	Stop in Vero Beach	jenny.seemayer@regus.com

	Move the project out west along the turnpike & I95 corridor.	lspurlock@quitdoc.com
	We have no positive feedback	toukietheclown@gmail.com
	none	georgelins926@gmail.com
	None	bthobby@att.net
	just move it out west	doctorneil9@yahoo.com
	None	orcoffice@aol.com
	Moving the rail lines to a location off US-1 to I-95 corridor.	cynthia@vandevoordelaw.com
	sound walls	barbarawp@bellsouth.net
	reasonable fees	nm2101@yahoo.com
	No positive	pirkle-chapman@hotmail.com
	build high speed rail tracks along I95	info@ferndalelodge.com
	Proof that train noise and vibrations would be less than we have now.	wdilldelaw@bellsouth.net
	or Vero Beach	vogand@maronda.com
	nothing will cause me to support	thecatsmeowcatcl@aol.com
	Do Not Allow	keepirbeautiful@gmail.com
	No Positive influence	margieduffell@aol.com
	Neither	wcpoertner@gmail.com
	using tracks 5-10 miles west of the lagoon	vsoule@tcchinc.org
	USE THE TRACKS WEST OF TOWN!	lsmith@jerrysmithtile.com
	I DO NOT SUPPORT THIS	Anonymous
	None	tedpank@comcast.net
	or at least a stop in Vero/Ft Pierce area or Palm Bay/Melbourne area.	sebastianquality@bellsouth.net
	there is no benefit	Anonymous
	Nothing will change my mind.	leahfacto@yahoo.com
	Bridges or tunnels to prevent traffic from being stopped.	sabrina.seme@bbbsbigs.org
	Move rail path to Center of State	cindi@fleye.com
	Residence and business quiet infrastructure	chrispozgar351@msn.com
	Moving track near I-95	doug@seasidevapors.com
5. In the space below, please describe the steps or actions you would like the Sebastian River Area Chamber of Commerce to take on behalf of its membership with respect to the proposed high speed		
	Answer	**Respondent**
	This survey is a good start. Hold public meetings to get a sense of where people stand on this proposal.	ksm@ksmengineering.net
	stop telling people it is privately funded. That's the scam. Let everyone no the risk is all with taxpayers for the 1.5 billion loan which won't be enough and will never be repaid.	arthurargenio@comcast.net
	Even though it would be nice to have it stop here in Sebastian and have quiet crossovers above intersections (they really won't be quiet at all) I feel it would still be more of a nuisance and detriment. I do NOT support it at all . I lived in New York City next to a rail systems. This is truly NOT what people will want once they get it. I can easily imagine how noisy 32 trains passing daily will be.	curtoxford@gmail.com
	I would like to see the Chambers of Commerce support at least one station in the county.	bobwalter3@bellsouth.net
	Please protect our area from becoming a big city with lots of cement. Just left FT. LAUDERDALE BEACH area for some spring breakin. It is georgeous and we had a great time but way to much cement and not enough parks and things like we have here.	barginhunterwkly@aol.com
	Lobby for a stop in Indian River County.	stephanie.boucher@health-first.org
	Tell our Gov NO not in our area	don@indianrivermassage.com
	Please reject this project. I do not think it would be good for our area at all.	info@sebastianofficesupply.com
	Install tracks west of the populated areas	mmiller.miatc@gmail.com

	I think we should strongly campaign for stops in Indian River County, especially Sebastian and Vero Beach. I think this is a great idea but more importantly, having the train stop here will benefit IRC's inhabitants and possibly bring more business to our local businesses in IRC. This needs to be looked into. We may not be as big as West Palm, Ft. Lauderdale or Orlando but Indian River County deserves to have the train stop in Vero and Sebastian. I don't think we should allow this unless mandatory stops at Vero and Sebastian are agreed to by the FECI. If you need my assistance in campaigning for this, I will be more than happy to assist. Jenny Seemayer	jenny.seemayer@regus.com
	I am not in favor of high speed trains going through downtown areas in IRC or through any area where there is high pedestrian traffic on the Treasure Coast. It would be acceptable and even good for business for a slow train to come through and be a connector along cities on the Treasure Coast and THEN connect with the high speed train outside and away from our cities. High speed rail needs to be located out west of our interstate highways to take advantage of the right of ways already established.	lspurlock@quitdoc.com
	I cannot see a positive result to the Sebastian area of the initiation of high speed rail service.	jeweler529@msn.com
	Join other Chambers and Community groups and oppose this action by the FECRR. Do not write letters of support as they are asking of other chambers. This company plows all their $$ into their real estate development throughout Florida. For ongoing maintenance and repair they place band aids on the train bridges to better understand this take a close look at the Sebastian River RR Bridge rusty old metal built in the 1920's taking brutal beating from heavy freight trains 2 miles long never anticipated for the track. The freight trains which are limited to 55 miles per hour are dangerous enough to the public on these old structures now add 110 mile per hour trains that is insane and extremely dangerous to the general public and passengers. Speaking of passengers my understanding being mostly tourist traveling from South Florida to Orlando with the closest stop to our area being West Palm Beach and Cocoa.	jerry@woodsinsures.com
	Reject unless there is a stop added	eallgonzalez@hotmail.com
	Just stay on top as you have. I appreciate ALL update and info. Thank you	rcantner@irsc.edu
	Definitely oppose this high speed rail	toukietheclown@gmail.com
	reject it outright	georgelins926@gmail.com
	These train tracks should be located further west.	dconley2@comcast.net
	I would like you to keep fighting to keep this nescience out of our town and the treasure coast in general. These trains will not benefit the general permanent population here. And will just be another inconvenience forced upon us. Not to mention the use of the general transportation line for goods from the south and north that already pass through on a frequent daily basis.	bthobby@att.net
	fight it with all there strength as it will not benefit our citizens	doctorneil9@yahoo.com
	Maybe the chamber could get new businesses to open up in the area to help provide transportation/tours to and from other areas rather than just the Sebastian Downtown corridor.	ditch13galleryandgifts@comcast.net
	I do not feel that the Chamber should take either a yea or nay stance in regards to the railway but to keep communications open with our business members and community with an unbiased opinion.	casi100@bellsouth.net
	Would like to see a stop in Seabastian, or at least slow the trains down. Would not support any rail closings. Emergency response would be greatly effected. Most of the fire houses are on the west side of the tracks.	arnold.air@hotmail.com
	Support the measure.	sebastiansroadsiderestaurant@gmail.com
	Protest it going through here. And we sure don't need a stop here. All the low life's from everywhere would be infiltrating our little town.	orcoffice@aol.com
	Whatever needs to be done in order to accomplish this proposed project quickly! It has been in the talk for too long....	cbboc@yahoo.com
	Try to move the train to the tracks in the center of the state	info@computerhealthcare.net
	Continue researching whether there might me need for a stop or stops here in this county	virginia.heeter@coldwellbanker.com
	If there are no proposed stops for this area I do not see any benefit to Sebastian or surrounding areas. Additional problems with noise and traffic.	barbarawp@bellsouth.net

	Must lobby the federal politicians. The state, by itself, is powerless.	nm2101@yahoo.com
	Support the local government's involvement in joining a Treasure Coast alliance group to create a larger "voice" in opposition to the trains running through our central business district at high speeds and no planned stops on the Treasure Coast.	patricia.jamar@solsticecommunities.com
	Aggressively oppose this waste of tax payer dollars. Noise and traffic disruptions will be intolerable to all the citizens of this county. Our quiet "fishing village" will be a thing of the past. The winter influx of "snow birds" will definitely be affected and we will all notice this in our pocketbooks. I would also like to point out the potential danger to all with trains coming and going all day.	pirkle-chapman@hotmail.com
	Don't fight it, but do support efforts to add the "quiet crossings" at main street, Roseland rd, etc. I get a laugh at all the small towns on the East Coast that want to get on the bandwagon by having "stops" along the way. What part of "high speed rail" don't they get. Also, it seems very selfish that if "it doesn't benefit our town - we don't want it". I'll bet people said that about gas powered motor cars vs. horses. Our Chamber should encourage the project - but make sure that our quiet (used to be) fishing village is protected. Ask anyone in the chamber who has ridden the Auto train ... non stop from Sanford to Virginia.. tracks right next to houses in certain areas with no quiet zones. but it serves the purpose of moving thousands of people and cars from one point to another.	info@ferndalelodge.com
	Organize and deliver information relating to adverse impacts of the trains for the EIS. Coordinate the hiring of legal assistance to fight and block Federal funding for the project.	wdilldelaw@bellsouth.net
	Not sure you can stop a train... but I disagree that the residence need to put up with private industry who does not consider the needs of a community needing their services.	vogand@maronda.com
	It will not impact my business but it does seem to upset my customers. it will not bring anything positive as it passes by the town.	kbradfield@aaasouth.com
	I think that the high speed railroad will be good for the Sebastian area as travelers will get a glimpse of the pretty city and may want to travel to it in the future	ckbell@gulfstreamgoodwill.com
	There is no possible positive business effect with no stops in Vero or Sebastian planned, as no passengers will be getting OFF the trains here. However there will be negative business effect with decreased tourism. There is however probable environmental damage that will be done to the Lagoon, which does not need additional challenges-with fumes, noise(noise stresses all animals from birds to dolphins, and stress causes disease), vibration from numerous passing trains can destabilize old buildings, shake new buildings, and cause unnecessary traffic pile ups and log jams. The presence of 32 trains daily will cause our community havoc, stress, pollution, and noise that is not needed. I would ask the Chamber to give a no vote to the planners of this fiasco. Just say NO!	thecatsmeowcatcl@aol.com
	Ask the question: Brian Heady, a former Vero Beach council member of city's High Speed Rail Commission. Is there enough demand for high speed rail service between Orlando and South Florida to make ALl Aboard Florida a profitable, or even worth while, business venture? This should be answered before anymore taxpayer dollars go to the project. No public monies should be invested , no federal loans, and no tax breaks. No Tax Dollars.	keepirbeautiful@gmail.com
	Express concerns cited above	logo.sew@comcast.net
	respond positively.	prapp@hometownnewsol.com
	I would like to see the chamber strongly oppose the high speed railroad.	paradisefloristandgift@gmail.com
	Just let them know that there is no benefit to our community or the state of Florida for a high speed rail. The noise and disruption to our quite community is not worth it. A few will ride at the disruption of many. You can get to Orlando in 2 hours from Ft Lauderdale now. What will it really save for what will be lost.	wcpoertner@gmail.com
	this a is great positive for the state. although no current stops are planned in our immediate area, having the infastructure available opens up endless possibilities for our community in the future	william.r.schultz@walgreens.com

	LET'S GET TOGETHER AND FIGHT THIS THING! PETITIONS AND ANYTHING ELSE WE CAN DO. THE FEDERAL GOVT SHOULD NOT BE USING OPUR TAX DOLLARS TO FUND PRIVATE ENTERPRISES. THIS IS OUR PROPERTY AND OUR BUSINESSES ARE OUR LIFELINES. A COUPLE OF TIMES A DAY WE CAN PUT UP WITH BUT NOT 32 TIMES A DAY. PEOPLE WILL DIE WHEN THEY CAN'T GET TO HOSPITALS. THEY DO NOT HAVE THE RIGHT TO DESTROY OUR TOWNS, OUR BUSINESSES, AND THE VALUE OF OUR PROPERTIES. WE HAVE EXISTED FOR YEARS TRAVELING BY CAR, BUS OR PLANES. WE DON'T NEED TRAINS!	lsmith@jerrysmithtile.com
	OPPOSE IT!!!	Anonymous
	The factor that we would like to keep the community safe and quiet. With that coming through it might disrupt slightly... But I don't think having a stop here in town would be good I think it would raise the crime rate and drive businsses and people away that are good for the community.	jackie.hart@kimellisagency.com
	If the train must come through our area I highly recommend quiet crossings to maintain our quality of lifestyle. If there was a station that may benefit the community with transportation and bringing people to our area that wouldn't normally visit.	vickysantana@me.com
	Take a moment to tour areas where rail stops take place in major cities. Drugs, crime etc etc etc. Do you want that for Sebastian?	info@ascfusa.org
	Fight for our small town - no high speed rail. No more trains than we have now. People live here - it's not a industrial district!! This is a quiet little town with lots of "old Florida" charm, but a high speed rail line would destroy it!!	Anonymous
	Reject the Project!	tedpank@comcast.net
	Encourage stops along the treasure coast for at least some of the runs. Request Quiet Zones.	sebastianquality@bellsouth.net
	There should be no public funds subsidizing this endeavor...if it is so great, make it happen on your own and sell benefits to all stakeholders on pure cost/benefit equation	info@allritewaterfl.com
	need more info on long range plans	Anonymous
	Tell all those concerned that we don't want the high speed trains to come through Indian River County especially if it won't benefit our county. Please let them know that we have major questions about safety for our aging population and all of us. Thank you for anything that you can do on our behalf.	planbsolutions@comcast.net
	Please continue to be the voice of the people that we do not wantor benefit from this private enterprise.	Anonymous
	If it can be stopped, stop it. The freight trains are bad enough.	rex@rrgunshop.net
	Make Sebastian a " DESTINATION " for the train.	shadygrovenursery@yahoo.com
	You need to insist on having the Train to stop in the Sebastian area so it benefits the local economy.	bfext@bellsouth.net
	Whatever you can do to make it not happen!	leahfacto@yahoo.com
	we need a stop! I travel to Orlando very frequently for business!!	Anonymous
	This will destroy the area !	Anonymous
	Stop the train	Anonymous
	vote no train!	reservations@hirams.com
	Find out how we can stop this from going forward. As business people and tax paying citizens, we do not want public money (loan or otherwise) used to support this project.	cindi@fleye.com
	If Sebastian has no station, there is no benefit. The chamber should oppose the project.	Anonymous
	Wildlife protection. Business and Residence noise protection	chrispozgar351@msn.com
	REJECT! it will become a additional freight line	mickey@cappcustom.com
	No support for the project as it is.	doug@seasidevapors.com

NOV. 3, 2014
SEBASTIAN, FL

MR. WINKLE —

ARE YOU AWARE OF THE PLAN TO RUIN THIS PARADISE OF OURS, WE CALL THE "TREASURE COAST"?

ENCLOSED FIND A FEW CLIPPINGS THAT EXPLAIN MY CONCERNS.

I CHOSE TO RETIRE HERE, THIS IS MY PARADISE. PLEASE!! IF THERE IS ANYTHING YOU CAN DO TO STOP THIS FUNERAL FOR OUR HISTORIC TOWNS!!! PLEASE!!

SINCERELY
Ed Rohrer

ED ROHRER
190 MEANIE CIRCLE W.
SEBASTIAN, FL 32958

772-589-9014

COEDROHRER48@AOL.COM

Mr. John Winke

Federal Railroad Administration

1200 New Jersey Avenue SE, room W38-311

Washington, DC 20590

Sir:

The subject of this correspondence is to register my very strong opposition to the All Aboard Florida (AAF) project as it is currently proposed. Many issues have been raised relative to the many negative impacts to the quality of life in the numerous small towns here on the east coast of Florida and I will not repeat them all for the sake of brevity.

The , so called Environmental Impact Study appears to consider the impacts to the avian and quadruped species and give short shift to we bipeds who are the most negatively impacted . I urge you and "the powers that be" to simply place yourselves in our position. Imagine, that after many years in the work force, that you retire to a quite small town in Florida, and how YOU WOULD FEEL if your chosen residence would be severely impacted by the many trains on a daily basis proposed by this project.

Here in Sebastian, as is the case in many small towns negatively impacted by the proposed heavy railroad traffic, the majority of the population, which consist of high percentage of seniors, is located on the west side of the tracks, while the medical facilities are located on the east side. Conversely the fire and ambulance services are located on the west side requiring these services to fight the heavy railroad traffic to get people to emergency care, not to mention the impact on the senior population who simply have an appointment with a doctor, who are predominately located on the east side of the tracks. Our major business district is also located on the east side of the tracks requiring the vast majority of the population to fight the heavy, and very dangerous railroad traffic just for a simple trip to Walmart, or another local business.

In closing, I again urge you to disapprove this project, as it is currently proposed in consideration of the numerous negative impacts to the quality of life in Sebastian and the other numerous small towns here on the east coast of Florida. If the project was routed west of our towns, you and the project principals would not be the subject of our strong opposition.

Sincerely,

James E. Parsons

973 Greenbrier Ave.

Sebastian, Florida 32958

Richard H Page

1180 Fairfield Ln• Sebastian, FL 32958• 772-589-4528

November 22, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave, SE
Room W38-31
Washington, D.C. 20590

Dear Mr. Winkle:

Please add my name to the list of people who are desperately trying to inject some common sense into the debate on the draft environmental impact statement regarding All Aboard Florida (AAF) plan to destroy the East Coast of Florida from Melbourne to Palm Beach.

First, any impact statement paid for by the subject of the statement is probably suspect at best.

While I am sure that you have heard a great deal about noise (quiet zones will not help), traffic, boating/fishing concerns and a myriad of other legitimate problems raised by AAF's plan to run 32 trains at 80-100MPH through the middle of cities and towns for a 150 mile stretch. A concern that is raised only once in a while is the safety of the people and businesses that are literally only feet away from the tracks. I drive between Sebastian and Vero Beach (8-12 miles) several times a week. There are many areas where the tracks are 10-20 feet from US 1. I frequently see people walking across the tracks, taking short cuts to get where they are going.

With the prospect of AAF's 32 trips, plus the current 10 or so freight trains a day, plus the presumably large increase in freight traffic with the south Florida port expansions and the Panama Canal expansion raising the length and frequency of freight trains along the right of way, the towns and cities along the coast will be cut in half for a great portion of the day. In my small town the hospital is on the east side of the tracks and 90% of the population lives on the west side. Seems to be a big safety issue.

There are tracks west of I-95, which run through sparsely populated areas, which would be ideal for this venture. While it may be more expensive to construct, it would certainly disrupt far fewer lives and would be enormously safer than the proposal.

As an aside, has there ever been a passenger train system that has not required taxpayer's subsidization in the past 50 years? 32 trips a day with 100 passengers per trip require 22,400 passengers per week. Really?

Sincerely,

Richard H. Page

Betty Graham Mitchell
433 Banyan Street
Sebastian, FL 32958

Pg 1

FEDERAL RAILROAD ADMIN.
JOHN WINKLE 772-388-2574
1200 NEW JERSEY AVE., S.E.
ROOM W 38-31
WASHINGTON, D.C. 20590
9-30-14

DEAR MR. WINKLE:

I AM OPPOSED TO ALL ABOARD FLORIDA FOR THE FOLLOWING:

1. I LIVE WEST OF THE RAILROAD TRACKS, APROXIMATELY 2 MILES

2. I AM 79 YEARS OLD AND ALL OF MY DOCTORS & HOSPITAL ARE EAST OF TRACKS ON US 1 IN SEBASTIAN

3. I HAVE COPD & RA & GLAUCOMA & CATARACTS.

4. ALL MY DOCTORS ARE ON US 1, EAST OF TRACKS.
   A. MY PRIMARY DOCTOR
   B. MY OPTHALMALIGIST
   C. MY SPECIALIST WHO TREATS MY COPD
   D. MY RHEUMATOLOGIST

TO SPEND 3 OR 5 OR 10 MINUTES

FOR A FREIGT TRAIN to
Go THROUGH SEBASTIAN, FL
May POSSIBLY, BE deadly
FOR ME.

PLEASE DO NOT LOAN OR
FUND OR GUARANTE TAXpayers
MONEY - FEDERAL OR STATE TO
ALL ABOARD FLORIDA

I AM STRONGLY OPPOSED TO
AAF

SINCERELY

Betty G Mitchell

BETTY G. MITCHELL

Breezy Village Association, Inc.
9600 96th Way
Sebastian, Florida 32958

To: John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W38-31
Washington, DC 20590

Re: All Aboard Florida Project

Date: November 13, 2014

Dear Mr. Winkle,

We are writing to express our deep concern about the above referenced Florida East Coast Railway expansion project through the east coast of Florida. As you probably know, they are proposing to add high speed passenger service to their existing rail right of way. That proposed project will run adjacent to our subdivision of over 100 homes. Breezy Village subdivision is only a couple of hundred feet from the existing railroad right of way.

Our subdivision has only one source of ingress and egress to our properties and that is to cross the referenced railroad. That presents a safety hazard with the proposed 32 passenger runs daily. Assuming that what the railroad says is true, we (the homeowners) will be dealing with approximately 50 interruptions daily of the sole access to our homes. Our subdivision is a 55 and over community and we have a higher than normal need for medical emergency calls. With 50 train crossings per day we stand a very good chance of having the emergency vehicles tied up at the rail crossing. The end result could be disastrous.

Currently, we must deal with the noise and vibration of 15 to 20 or so freight trains every day. Adding 32 more high speed trains to the mix is going to disturb our right to peaceful enjoyment of our property as well as disturbing the structural soundness of our homes due to the excessive vibration of the earth under our homes.

The other large area of concern has to do with the grade crossing itself. We firmly believe that the more times trains pass over that crossing the higher the risk to our people being injured or killed especially if the trains are running at 110 miles per hour as has been proposed.

We strongly encourage you to reject this project and any federal funding requested.

Sincerely,

Kenneth Miller, Vice President
Breezy Village Association, Inc.
772-559-5260
verokenmll@aol.com

Elizabeth M. Mattiford
1985 E. Lakeview Drive
Sebastian, Florida 32958

November 9, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Room W 38-31
Washington, DC 20590

All Aboard Florida Comments—

1. I am against adding passenger trains on the tracks along Rt. 1 that pass Barber Road in Sebastian.

2. We in Park Place, although not directly adjacent to the tracks, can hear the freight trains that pass blowing their horns and the clatter of the wheels.

3. One of the reasons I chose Park Place was because shopping at Publix and Walgreens on the corner of Rt. 1 and Barber was close by. I could be held up countless times a day trying to reach these close locations.

4. All of my doctors are along Rt. 1 in Sebastian or south in Vero Beach. These trains would add to my time trying to keep appointments. However many back roads I used, I'd still have to eventually cross over to Rt. 1.

5. I have to cross the tracks to get to all the cultural activities and restaurants in Sebastian and Vero Beach. I go regularly to the film series at the Vero Art Museum and regularly to the Vero Theater Guild. All necessitate a crossing of the railroad tracks.

6. These 32 additional trains will lower the value of my house because of the noise and inconvenience they will cause.

7. With that many trains going 100 mph there is bound to be an accident at some point in time either with the passenger trains or concurrently running freight trains.

8. Although only speculated, I do believe there will be increased freight traffic with the new additional tracks.

9. I also think the passenger train service will not be financially feasible and thus will want a government bailout ,which means my tax dollars will be paying for this. Our federal government is already in debt and should not be lending money or backing private loans.

10. People can drive between Miami and Orlando on I-95 or the Turnpike for probably less than the coast of the train ticket and in not much more time.

11. see no local benefit in any way for any area of the Treasure Coast.

VOTE NO FOR APPROVAL OF ALL ABOARD FLORIDA.

Respectfully,

Elizabeth M. Mattiford

Elizabeth M. Mattiford

November 28, 2014

Mr. John Winkle
Federal Railroad Administration
Room # W38-31
1200 New Jersey Ave. SE
Washington D.C.

RE: Response to All Aboard Florida Impact statement

Dear Sir

High speed rail between Orlando and South Florida might benefit residents there, especially those eager to go to Disney World, but there is no benefit for those who live in the coastal counties from Brevard South to Palm Beach, only harmful consequences.

For example: we live in Sebastian; a road trip is exactly 90 miles to either the Orlando Airport or Palm Beach Airport. U.S. #1 is the 4 lane highway running through Indian River County ***parallel*** with the FEC train tracks. Sebastian Blvd. (CR 512) at U.S. #1 is the major intersection in Sebastian and only ***195 feet*** West of the railroad crossing. Adjacent to U.S. #1 on the East are the city parks and the Indian River shoreline. The newspaper photo enclosed captures that location.

When a train approaches, the gates go down and the automobile traffic begins to back up. The worst thing we can imagine is to have this happen thirty-two (32) more times every day. Also, you must understand that the Police Department, Fire Department and Ambulances must cross those railroad tracks; delays in an emergency put our health and safety at great risk.

Our 136 condominium unit community has its frontage on U.S. #1, just I.2 miles South of Sebastian Blvd.. When the trains go past, the noise is very loud requiring us to turn up the tv volume or close the doors and windows. Even then we can ***feel and hear*** the vibration. The thought of thirty-two more trains flying through here at 110 mph is frightening. Furthermore, there is another 200+ unit condominium community next door to us, which also has its frontage on U.S. #1.

If the FEC All Aboard Florida wants to fly passenger trains between Orlando and South Florida, they should run them ***Southeastly*** from Orlando to West Palm Beach, without going through our four coastal counties from Cocoa to West Palm who receive absolutely no benefit and only disruption in our lives.

When I attended the All Aboard Florida presentation in Vero Beach, there was a display showing an ***alternative*** N-S route from Orlando to West Palm in dotted lines. That made sense because it was a much shorter distance than the current plan and especially because it has much less population. Mr. Share who said he worked for the engineering firm was asked, why that N-S alternative route wasn't accepted. His reply was, " that it would be more expensive because land would have to be purchased for the tracks and the investors would not be in favor of that".

In closing I am asking you to give greater consideration to the ***human impact*** on the population of our four East coastline counties, rather than the ***economic impact*** for those investors. They must not be allowed to disrupt our lives for their enrichment! Can you imagine what that 110 mph passenger train running through our community 32 times a day would do to our property values??? It would be like living at an airport, except the trains wouldn't stop here.

We urge you to say ***NO*** to All Aboard Florida. If FEC is determined to bring the population from South Florida to Orlando, they should go through rural farmlands of the Alternative N-S (Southeastern) route from Orlando to Palm Beach County. There is a better alternative that could avoid the need to purchse land. Those trains could run alongside of the Florida Turnpike, which travels the direct path desired, from Orlando to West Palm Beach.

Don't allow them to destroy our community and peaceful living conditions. We believe that the current plan is a disguise to conceal FEC's desire to increase freight trains from Miami when that Port enlargement is complete.

Richard W. Marco

Nancy J. Marco

6522 River Run Drive
Sebastian, Florida 32958-8462

Enclosure: Newspaper photo of the Major Intersection in Sebastian, FL

October 29, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W38-311
Washington, DC 20590

Dear Mr. Winkle:

We are being fed a pack of lies with respect to the All Aboard Florida project. An intolerable situation would be forced upon the people along the east coast of Florida - a huge population not aware of the impacts of safety, noise, pollution, displacement, property value decline (just when things are getting somewhat better) and congestion so the rich and corporations can begin their end-goal of bankruptcy and freight profit.

I live in Sebastian and there is already a problem with congestion at the tracks. There is already a significant safety risk. These high speed trains and (the eventual paving of the way for more freight trains) will quadruple the danger.

Miami Harbor is being dredged, presumably for bigger ships, more freight. But, it is not economical to unload cargo and send it by rail. Shipping companies will continue to take the less expensive water route to a better destination than south Florida. Even the dream of more freight and more money won't pan out.

Since when has private enterprise ever concerned themselves with moving people for fun when they themselves have admitted it will cost more in bond interest and maintenance than they overly-optimistically will take in revenue from tickets. When people get unloaded at Orlando airport, just what are they going to do there? How do they get around - taxi at high cost? rent a car at high cost? Congest the roads there? Most people won't be able to afford to get anywhere once they get off the train.

No one has done any real user surveys. That is, they haven't stopped people on points along I-95 to say, "if you could have taken the train today, would you?" And 99.5% of the people on I-95 would look at you in a confused manner and say no, that's not my destination, nor were any of the train towns my point-of-origin.

Whatever people tell you about making more stops is nonsense too. It doesn't get rid of the many, many negatives that make the whole project stink.

Railroad engineers have said the tracks are not straight enough for such trains. The Federal Railroad Administration should be greatly concerned. People with boats should be greatly concerned.

If the private railroad company really wants a passenger and a freight line, it should be in the middle of the State of Florida where there is considerably less population. By the time they are done with the largest private tax-free bond offering in history and the costs to the towns and counties, a new rail in that area will look like a bargain and keep people safe and happy to live where we do along this eastern coast of Florida.

Please stop All Aboard Florida. Do NOT give them permission for this scam project. Even though you may not hear from everyone, the vast numbers of people have become complacent and cannot even see when big business is oppressing them. EVERYONE I have talked to, however, is against this horrible intrusion! Looks at our letters to the newspapers. The only people who are for it are ones who are silly enough (like Miami college students) to think it will be fun. They just haven't thought it through.

Sincerely,

Eric F. Kwiecinski
782 Capon Terrace
Sebastian, FL 32958
772-228-8742
efkwiecinski@yahoo.com

Dec. 3, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E., Room W38-311
Washington, D.C. 20590

Albert R Kaidor Esq.
6271 105TH PL
Sebastian FL 32958

Dear Mr. Winkle:

I am a property owner in Indian River County ware I reside. I am aganist the plan to run high speed traines along US 1 in Sebastian north and South. There are better locations such as along I-95 and farther west. I was employed by the B.+O. Railroad at one time and have riden the Bullit Train across Toyko and it makes a lot of noise outside. The freight trains here are loud enoughf. There signials realy interupt our T.V. reception not to mention vibration felt in the wet mud and sand soil found here. The more vibration with more trains could alow homes and buildings to sink damaging thier foundations including railroad beds. The much added danger at our many roadcrossings would be unacceptable to me. If I were looking for property along our US-1 even though values would drop considerably I would not by here due to the noise that A.A.F. would cause. Including all of the other downsides that the Scripps Treasure Coast Newspaper has documented.

Thankyou for your consideration to this matter. Albert R Kaidor Esq.

Rev. Donald & Joann Hyer
167 MIDVALE TERRACE, SEBASTIAN, FL 32958 d.j.hyer@icloud.com
PHONE (CELL) 732-664-2597 (DON) 664-2598 (JOANN)

November 25, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, S.E. Room W38-31
Washington, D.C. 20590

Dear Mr Winkle:

As a resident of the Treasure Coast, I probably should be in opposition to All Aboard Florida, but I see it as a vital link connecting Miami with the Northeast, currently severed at Orlando.

I have a few concerns: for one, the number of trains proposed (16 in each direction). Since it will take a minimum of six hours for one train set to make a round trip, the proposal becomes excessive in both the number of train sets required (and therefore the cost), and the probable number of travelers. Six to eight might draw sufficient riders to justify the schedule.

Second, I would suggest two (morning), two (evening) have a somewhat slower schedule, with two stops in the Treasure Coast, one of them at Vero Beach, which has public parking already in existence at the trackside between E & W bound Rt. 60; and the other at either Fort Pierce or Stuart. This would serve a greater population base, and might quiet some of the uproar about the service, while meeting a need for ground transportation in either direction.

Respectfully,

Donald R. Hyer

Russell Herrmann

John Wenkle
FRA
1200 New Jersey Ave Room W 38-311
Washington DC 20590

Dear Mr Wenkle: re All Aboard Florida DEIS 9-14-2014

Please extend the deadline for comments to this report from December 3, 2014 for 60 days until February 3, 2015

The very design and placement of the railroad along the coast presents complex ecological issues which need to be addressed

The requirements of the National Environmental Policy Act were not followed.

Attached is the Friends of St Sebastian River Mission Statement
For us to do the research for this issue, we need more time.

Thank you for your attention to this matter.

Very truly Yours,

Russell Herrmann
Friends of St Sebastian River Vice President
586 Redwood Ct
Sebastian FL 32958
capepond 11@aol.com

Live today like you want tomorrow to be

November 26, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, Room W38-311
Washington, DC 20590

RE: Extending comments for All Aboard Florida DEIS 9/14/2014

Dear Mr. Winkle:

We have recently retired and we are now residents of Sebastian in Indian River County Florida. However, we still spend the summer and fall in Ohio. Until just a day or so ago we had not been aware of the time line for comments on the All Aboard Florida Environmental Impact Statement. There are many more like us who spend the hottest months of the year in northern states. Therefore, we respectfully request that your agency extend the deadline for comments to this report from December 3, 2014 for 60 days until February 3, 2015. In addition to the above, we make this request for several other reasons.

It certainly appears that the requirements of the National Environmental Policy Act were not followed. As a result we in Indian River County were not able to attend the Scoping meetings presented by FRA during May 2013. Our County had no newspaper advertisement or other notice of these meetings. As a result we were at least 7 months behind all other affected Counties to learn about the rail plan.

We are very concerned about the significant expansion of the proposed rail line. The large number of very high speed trains through our town with no direct benefit to our community is one thing; but the planned use of the passenger rail line for significantly increased freight rail traffic is extremely troublesome. Many years ago I worked as a police officer in a city in Ohio where a freight rail line bisected the community. Not only were the numerous delays a burden for the community, the public safety issues were a considerable challenge and carried a heavy price for our city.

We believe that the above items have placed an unreasonable burden on Indian River County, which is contrary to public law and regulations. Please extend the Comment Period to February 3, 2015, so that we may have a fair chance to make our voices heard on a topic that to us is very important.

Thank you,

Frank Holtzhauer and Patricia Henahan
607 Mallow Scrub Way
Sebastian, Fl 32958
AAF Federal Railroad Administration

November 3, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W38-31
Washington, DC 20590

Dear Mr. Winkle:

We are writing to express our opposition to All Aboard Florida. We are in disbelief that this was shoved up our noses without any apparent consideration for how it will affect the lives of the citizens along the Treasure Coast of Florida.

These are some of the things that an impact study can't possibly reveal:

1. The affect on your quality of life hearing dozens of trains speed by your home daily, a block from the tracks. We can forget ever enjoying the outdoors of our home again.
2. The number of lives that will be lost because those living west of the tracks (most of the population) can't access the hospitals (all east of the tracks) for emergency care.
3. The huge impact on property values of those with homes close to this travesty.
4. The amount of fuel wasted by hundreds of vehicles idly waiting on dozens of trains to pass daily.
5. The real effect on wildlife, some of which are protected and threatened species.

This fiasco should be stopped. It will be a costly boondoggle in the end, and you all and we all know it.

Sincerely,

Dr. Gary & Deborah Freed
6646 110th St.
Sebastian, FL 32958
(772) 388-8494

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

11-9-14

Living one mile from current RR line in Sebastian and crossing them to travel east, having 32 more trains whizzing through per day is beyond human common ~~sen~~ sense.

BUT, all we know is that your Administration has already decided to approve, against the wishes and/or listening to Florida people that will be affected. SHAME ON YOU!

Making MONEY is the object in this project. Forget inconvenience, accidents, added environmental noise and train pollution in the air.

Calculations of 140 people ~~x~~ 32 trains per day is unrealistic - when this fails, and it will - freight will take its place - right! More MONEY and its probably already planned.

Las Vegas, Nevada (I lived in area 20 yrs) could not get a high speed train to Los Angeles; Colorado's front range scrapped their idea, BUT Florida its MONEY and screw anyone in the way.

Congratulations on lying in bed with MONEY moguls. SHAME ON YOU - DO WHAT IS RIGHT

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

1) Written comments may be submitted tonight, in the boxes provided
2) Comments may be made orally at this meeting (to the court recorder)
3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Ernestine Fossen
Address	2115 W. Lakeview Dr Sebastian, FL 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available

141 Joy Haven Drive
Sebastian, Florida 32958
October 29, 2014

Mr. JohnWinkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W38-31
Washington, D.C. 20590

Re: ALL ABOARD FLORIDA

Dear Mr. Winkle,

We are not "all on board" for a high-speed train to pass through our lovely town 32 times a day. We feel it would affect the quality of life with noise, air, and trash pollution. It would cause major traffic jams in our small community where we must cross the train tracks to get to hospitals, doctors offices, grocery stores and other businesses daily.

We also think that these "tourist trains" are a red herring for the new container port they are building in Miami. These trains will become routes for transporting goods and will be going past our town many more times than suggested.

Sebastian depends on tourism and fishing for most of its livelihood. People come because of its "small town" feel and these trains would destroy this area. The impact of these trains would put many jobs and businesses in jeopardy.

Thank you.

Regards,
John Flockhart Sandra Flockhart

John & Sandra Flockhart

Att: Mr. Winkle.

My name is Ethel DeMeesis I have lived at 5770-3 Pelican Pointe in Sebastian Fla. for 29 years. I love to sit in my recliner Chair. I have felt the Train go by all the Time, at 1st I thought I must be crazy. But I ks for sure. It is the Trains I feel. a little bit like a Tremor very little. I am afraid if this all aboard goes thru. My Recliner will be my new Rocky Chair. So Please think this thru, I Pray God will give you the right answer. what would be good for all of us. Also the tremor I feel has gotten much worst over the 29 yrs I lived here.

Thank you. Ethel DeMeesis

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E., Room W38-31
Washington, D.C. 20590
November 14, 2014

Dear Mr. Winkle:

My wife and I are strongly opposed to the All Aboard Florida's planned high-speed passenger rail project. To allow such a project will "steal away" a quality of life enjoyed here on the Treasure Coast. The high-speed rail project will also "steal away" local property values and public safety from Treasure Coast residents while increasing rail crossing maintenance costs.

The presently proposed infrastructure for the All Aboard Florida project is very limited. The existing rail route will have to be expanded to accomodate such a large amount of rail traffic. Why hasn't construction of an appropriate, direct, new route from Miami to Orlando, across vast acres of open space, been proposed? The reason is obvious. The "backers" of All Aboard Florida do not want to spend the extra money. They want the local communities to "pay the price." Again, that's "stealing!"

New London, Connecticut learned a hard lesson many years ago when they took people's homes by "eminent domain" for the "private capital gain" of the Pfizer Corporation. Old family homes got "stolen" from their owners "for private capital gain." This practice eventually became illegal in CT. Very shortly aferward the Pfizer Corporation left New London and displaced property owners "holding the bag." Watch out because All Aboard Florida also is a "for private capital gain" project with many obvious tangible and hidden intangible expenses at a huge cost to local property owners and communities.

No one wants to be accused of "stealing" or be known as a "thief." However, if All Aboard Florida, a private corporation looking for "private capital gain," is allowed to establish their project as proposed everyone associated with the approval of the project can legitamately be accused of

"stealing" from Treasure Coast property owners, communities, and called a "thief!"

Please do everything in your power to keep the All Aboard Florida route away from the Treasure Coast. Thank you for your consideration.

Yours truly,

Craig and Sandy Curtis

Craig and Sandy Curtis
5700-2 Pelican Pointe Drive
Sebastian, FL 32958-6355

To All Aboard, Oct. 30-14

We are definitly opposed to bring your railroad to the Treasure Coast, especially through Sebastian.

We are Senior citizens and rely on the transportation for dr. and procedures illnesses.

We once had to wait over 45 minutes on Micco Road for a train to pass. We needed to get to our pharmacy for medication, and we couldn't do anything but wait and the store closed before finding freedom to pass. That is the norm here.

This is not wanted in our small lovely section of Sebastian. We moved here in 88 for the simple unobstructed pleasure of this community.

Sincerely,

Amy & Joe Cusale
620 Layport Dr.
Sebastian, Fl. 32958

PLEASE!
No Choo Choo!!!

All Aboard Florida Intercity Passenger Rail Project

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   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Kathy Cottier
Address	782 Capon Terr. Sebastian, FL 32958
email	Please provide your email address if you would like to receive notification when the FEIS is available kcottier@hotmail.com

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Robert Hinkelman, *Stuart*

Consider CSX line for track

11/5/14

Let's talk about an alternative to All Aboard Florida's current proposal. It involves the CSX Corp. track that begins in Miami, up to West Palm Beach and northwest past Lake Okeechobee to Winter Haven to Orlando.

In 2012, CSX committed $142 million to upgrade its system. The track is Class I (highest grade). Amtrak uses CSX track for its Miami-Orlando service.

There are no profitable rail passenger systems in the country. All Aboard Florida's business case is optimistic and uncertain regarding ridership. Families headed to Disney World with SUVs full of luggage will not load and unload for AAF service.

Cars on Florida's Turnpike go fast enough. They pass us, to nearly match AAF's travel time and have more flexibility around Orlando.

There must be more certainty to this large a commitment of resources and disruption.

A two- or three-year trial period using the CSX right of way would be an excellent way to cost-effectively determine actual demand and, therefore, justification for the $1.6 billion loan. This cannot be a "build it and they will come" experiment.

The available Class 1 track is ignored by AAF, the state and the Federal Railroad Administration. For AAF, it could avert the cost to build tracks in the Treasure Coast.

CSX crossings likely are upgraded. Its trains run at night. For Treasure Coast communities, this could avert environmental and safety concerns.

Outright AAF rejection might suggest that this is an elaborate stalking horse for FEC Panama Canal 2 freight, a ruse the Federal Railroad Administration should take very seriously, at least doing a second draft environmental impact statement.

I cannot take credit for this wonderful letter — PASSENGER train service exists already! Use it! Do not impact us and compromise our safety. Amtrak runs every day — it is slower but could handle faster trains.

No Brainer!

TC Palm (Press Journal)

, please attach a second sheet to this page

October 29, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W38-311
Washington, DC 20590

Dear Mr. Winkle:

We are being fed a pack of lies with respect to the All Aboard Florida project. An intolerable situation would be forced upon the people along the east coast of Florida - a huge population not aware of the impacts of safety, noise, pollution, displacement, property value decline (just when things are getting somewhat better) and congestion so the rich and corporations can begin their end-goal of bankruptcy and freight profit.

I live in Sebastian and there is already a problem with congestion at the tracks. Let me tell you about the time I heard the gate bell sound and I stopped right before the arm came down. The man in the pickup behind me either didn't want to stop and wanted to get through before the arm or didn't hear the sound. It was clearly possible that he could have hit my small car from behind and I would have been pushed onto the track and he would have been safe, even though I was the one stopping properly. This happens all the time in Florida with yellow traffic lights. These high speed trains and (the eventual paving of the way for more freight trains) will quadruple the safety risk.

Miami Harbor is being dredged, presumably for bigger ships, more freight. But, it is not economical to unload cargo and send it by rail. Shipping companies will continue to take the less expensive water route to a better destination than south Florida. Even the dream of more freight and more money won't pan out.

Since when has private enterprise ever concerned themselves with moving people for fun when they themselves have admitted it will cost more in bond interest and maintenance than they overly-optimistically will take in revenue from tickets. When people get unloaded at Orlando airport, just what are they going to do there? How do they get around - taxi at high cost? rent a car at high cost? Congest the roads there? Most people won't be able to afford to get anywhere once they get off the train.

No one has done any real user surveys. That is, they haven't stopped people on points along I-95 to say, "if you could have taken the train today, would you?" And 99.5% of the people on I-95 would look at you in a confused manner and say no, that's not my destination, nor were any of the train towns my point-of-origin.

Whatever people tell you about making more stops is nonsense too. It doesn't get rid of the many, many negatives that make the whole project stink.

Railroad engineers have said the tracks are not straight enough for such trains. The Federal Railroad Administration should be greatly concerned. People with boats should be greatly concerned.

If the private railroad company really wants a passenger and a freight line, it should be in the middle of the State of Florida where there is considerably less population. By the time they are done with the largest private tax-free bond offering in history and the costs to the towns and counties, a new rail in that area will look like a bargain and keep people safe and happy to live where we do along this eastern coast of Florida.

Please stop All Aboard Florida. Do NOT give them permission for this scam project. Even though you may not hear from everyone, the vast numbers of people have become complacent and cannot even see when big business is oppressing them. EVERYONE I have talked to, however, is against this horrible intrusion! Looks at our letters to the newspapers. The only people who are for it are ones who are silly enough (like Miami college students) to think it will be fun. They just haven't thought it through.

Sincerely,

Kathy Cottier

Kathy Cottier
782 Capon Terrace
Sebastian, FL 32958
772-228-8742
kcottier@hotmail.com

10305 U.S. Highway 1
Sebastian, Florida
November 17, 2014

John Winkle
Federal Railroad Admin.

Dear Sir:

Please consider this letter as a vote against "All Aboard Florida" running between Miami and Orlando, Florida as it is now planned. The tracks are immediately behind my home in Whispering Palms M.H and R.V. Resort in Sebastian, Florida. At present there are about eight freight trains a day and night running with whistles blowing.

If we must have fast transit consider putting it more in the middle of the state and not in the quaint costal area of Sebastian, Port St. Lucie, and Stuart.

Thank you for your consideration!

Sincerely,
Hilda L Nelson

Janet M. Bucossi
391 Pine St.
Sebastian, Florida
32958
October 26, 2014.

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W 38-31
Washington, D.C. 20590

Dear Mr. John Winkle:

The purpose of my letter today is to urge you to OPPOSE the All Aboard Florida Project. Any increase in the current usage of those East Coast Florida rail tracks would negatively impact communities on the Treasure Coast significantly.

There are 78 grade crossings along the Treasure Coast all of which currently serve those communities. Emergency responses and normal vehicular traffic will be greatly delayed by an increase in track usage. The ALL Aboard Florida Project will impact services daily in those areas and create unacceptable roadway conditions. Any delays are unacceptable.

Property values will be negatively impacted in an area already stressed by foreclosures. Noise & vibration will negatively impact residences and businesses along those current corridors.

Low interest loans from the Federal Railroad Administration may help the All Aboard Florida Project to get underway. What it does to the taxpayer in these areas is disgraceful. It will degrade their property values, impede emergency response assistance and then ask them to subsidize the project with their tax dollars. Talk about

adding insult to injury. Surely the Federal Railroad Administration would not wish to dessecrate the Treasure Coast.

Why not support the development of brand new tracks along the central portion of the state where the impact to a highly populated east coast would not be so great. Add another Auto-Train to the All Abord Florida concept and then you really have something to "toot your horn" about.

Thank you for your prompt attention to this very serious matter. There are some very high stakes with All Aboard Florida's current Plan.

Yours truly,

Janet M. Bucossi

Janet M. Bucossi

21 November 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue SE
Room W38-311
Washington, DC 20590

Dear Mr. Winkle,

I am writing this letter as a citizen of Florida and a resident of Sebastian on the Treasure Coast to express my opposition to the All Aboard Florida (AAF) passenger train project.

I believe that the stated purpose of the AAF to carry passengers between Miami and Orlando is a 'red herring'. Mass transportation systems for this purpose already exist. There has been no study prepared by a disinterested party that identifies additional transportation requirements between the two cities. The proposed route of the AAF from its Palm Beach station due north through the Treasure Coast to Orlando is not even an approximation of the most direct route. The disruptive impacts to the Treasure Coast communities will be manifest; yet, no significant mitigation approaches are identified.

I have arrived at the conclusion that the AAF is a thinly disguised strategy to double the freight carrying capacity of Florida East Coast Railroad (FEC) to support anticipated future expanded requirements following completion of the Panama Canal project. Further, FEC proposes to finance this expansion with taxpayer money through either direct federal loans or federally backed loans.

If the true purpose of the AAF is to carry passengers between Miami and Orlando, it should follow the most direct route through the relatively unpopulated interior of the state.

If the ultimate purpose is to increase the freight carrying capacity between Miami and points north, build the railway to the west of the communities of the Treasure Coast which otherwise will be severely and negatively impacted by the increased train traffic.

The State of Florida and the Federal Government control rights of way along the Florida Turnpike or Interstate 95 which could be bartered with FEC in exchange for its rights of way along US Highway 1. Such an approach would eliminate the disruptive impacts to the Treasure Coast communities.

Yours truly,

Donald C. Buckingham
105 Charles Ave
Sebastian, FL 32958

November13. 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E. Room W38-31
Washington, D.C, 20590

Dear Sir:

I am writing my opposition to the proposed All Aboard Florida project. I previously submitted a petition with 2 pages of signatures AGAINST the proposal, with people standing in line anxious to sign it. For something so obviously opposed, it would seem it should be reconsidered. The majority of petition signers were in favor of a railroad west of 1-95 where there were fewer homes, businesses, hospitals and food suppliers.

There are so many mind-boggling minuses, it is surprising that the present proposal has not been modified. I am sure you have heard them all....emergency vehicles would be delayed, housing values would be affected, boating would be traumatized, school buses would be delayed, it would cause untold delays with shopping, doctor's appointments, and the noise factor would be unbearable.

This seems to be political motivated and is not taking into account the will of the People. It will have a detrimental effect on the quality of life of Treasure Coast residents. Please consider these remarks and suggestion of locating All Aboard Florida project west of 1-95 in a less populated area.

Sincerely,

Arlene Blair

Arlene Blair
2033 E. Lakeview Drive
Sebastian, FLM 32958

Email: ablair020@gmail.com
Ph. 772 589-3345

December 1, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W38-31
Washington, D.C. 20590

Dear Mr. Winkle:

I was born and raised in Perth Amboy, New Jersey. Rail service was a great convenience for commuting into New York City due to the many, many employment opportunities. Additionally, the theater, museums, restaurants and countless other entertainment venues brought in numbers of suburb residents.

I now live on the Treasure Coast of Florida and I can honestly say that I see no benefit with the addition of All Aboard Florida. The existing highways and turnpike make traveling to Orlando convenient. With the suggested rail fares that have been noted I see additional costs for travelers for rail service from Miami into Orlando. The majority of visitors to Orlando generally fly into the Orlando or Tampa airports.

And as usual whenever private industry comes up with a harebrained idea, somehow funds from the US government are involved and ultimately the taxpayers are responsible for "picking up the tab". Passenger rail service will somehow turn into freight rail service. The traffic and the environment will be impacted and not in a good way.

All Aboard Florida is a bad idea for the state of Florida. This project has failure written all over it! As a registered voter I say NO to AAF.

Respectfully submitted,

Regina Biro
1551 Eagles Circle
Sebastian, FL 32958

1118 Landsdowne Dr.
Sebastian, FL 32958

Att: Mr. Winkle,

My humble opinion on the "All ABOARD Florida" train plan - a firm "NO" - it would keep our emergency vehicles tied up at our crossings way too long - and the noise would be too much.

Sincerely,

Catherine Ackerman

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
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Comments:

I cannot envisage a more catastrophic route for a "Hi Speed" railway. The proposed project bisects virtualy every town on the "Treasure Coast and towns beyond. The 100 year old "way" was necessary to develope Florida in the early days but now its job is done

To invest billions of tax payers money to expand a rail service through concentrated residential communities is blatently ridiculous, the noise, vibration, safety and inconvienience will increase to intolerable levels. The potential for accidents by mixing freight and passenger services will undoubtedly lead to an increase in night traffic with associated noise and vibration. If approval is granted for this project the "Gene will be out of the bottle", residents will have little or no recourse to curtail increase service

Who is conducting a wild life impact review

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

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U.S. Department of Transportation
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Comments: Cont

I am aware of three Eagles nests within 500 yds of the track, endangered Scrub Jays nest within 100 yds and this is in Sebastian alone.

The answer to all of this seems to indicate a more West location would satisfy all the "nay sayers" and provide for expansion if required.

MARTIN DOWZALL
13885 N INDIAN RIVER DR
SEBASTIAN FL 32958

If you need additional space, please attach a second sheet to this page

Dec. 2 2014

Dear Sir,

In regard to the "All Aboard Florida" train company by the Fortress investment company to have high speed passenger service between Miami and Orlando I protest this vehemently. The impact of this to our community, environment, and emergency response times due to added train traffic would be highly significant. Other rail alternatives where population is not impacted would be advised ie. along Fl. turnpike or I 95. This scheme to increase freight cannot be tolerated.

I live close to the Roseland Fl. crossing and would appreciate you're looking into this environmental studies that were drafted primarily by the Fortress investment group. They have no concern for the coastal communities they want to impact.

Thank you,

J. D. Rubioids

J. D. Rubioids

8135 133rd Place,
Roseland Fl. 32958

NO MORE TRAINS

12/2/14

Dear Sirs:

No! No! No! No more trains along the coastal route. It will hurt response times in emergencies. The Roseland road crossing is very near the FIRE STATION and the HOSPITAL. Trains tying up the intersection at Roseland Road would be terrible. Traffic is already bad enough without increasing the train traffic.

The noise & vibrations are detrimental to our health. It will ruin our property values!! Many people live near the railroad now. What will happen in the future with more people & more trains? Disaster!

Bad idea to enrich a private company (Fortress) at the expense of the taxpayers and residents who live nearby.

NO MORE TRAINS Taxpayers will end up paying for this if it is allowed. And what about the curves and train derailments? Big curve here in Roseland!

Thanks, Virginia Dallahite

Virginia Dallahite
Po Box 1342
Roseland, FL 32957

Oct. 27, 2014

Emergency Vehicles Access

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W38-311
Washington, DC 20590

Dear Mr. Winkle,

Emergency vehicles access needs to be addressed much more fully in the EIS. According to the All Aboard Florida website, AAF "is committed to working with city and local officials to ensure that appropriate communications and logistics are in place so that response times for emergency vehicles are not impacted."

These communications include publishing schedules for crossing closures so emergency vehicles are aware of potential blockages ahead of time and additional warning measures to alert these vehicles of any schedule changes.

But none of these address the real problem. In an emergency, ambulances and fire trucks must take the most direct route to the problem area. Rerouting such vehicles to a more indirect route could result in serious injury or even death. Further, while AAF trains are supposed to pass through crossings in "less than 60 seconds," that time alone could be critical to the patient being transported. Finally, the reality is that only the first car in line faces such a short delay. In season, an ambulance could easily be number 15 in line, thus facing a more extensive delay that the passenger may not survive.

These delays of life-saving vehicles must be considered as critical, negative impacts in the EIS. People's lives are at stake.

Sincerely,

Deborah Jane Smith

115 OAKledge dr
Rockledge, FLA 32955
Brevard County Resident

TO: **Mr. John Winkle, Federal Railroad Administration**
1200 New Jersey Avenue, SE Room W38-311
Washington, DC 20590

FROM: Dawn Champlin
620 N. L st

It is not just a little problem of impatient "yachties" waiting. ***As illustrated by Barbara Cook, The St. Lucie River is not just another Florida river. It stands apart from the New River and Loxahatchee River and Miami River because it is not merely a vessel thoroughfare through some county roads. It is the equivalent of the Panama Canal for vessels transiting via the Okeechobee Waterway from the Atlantic Ocean to the Gulf of Mexico. Just as the Panama Canal is the only way to get from the Atlantic to the Pacific without going around notorious Cape Horn, the Okeechobee Waterway is the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys (for shallow-draft vessels) or Key West (for deep-draft vessels).***

The railroad trestle across the St. Lucie River in Stuart is the motor vehicle equivalent of a traffic bottleneck closing Interstate 95, possibly for the majority of each daylight hour, considering All Aboard Florida plans of 32 transits per day, with most, if not all, during daylight hours. In its closed position, the trestle allows passage of boats that require clearance of less than of 6.2 feet, only the tiniest of boats. The trestle is not just another modern drawbridge. It is an ancient 100-year-old mechanism that opens and closes with the speed of a backward-facing turtle. It thus requires closures commencing well in advance of any approaching train, with sufficient advance time to alert and slow commercial barge traffic to complete passage prior to commencing its downward path. The Environmental Impact Statement says a closure cycle takes 15 minutes. That is not what I and others have measured, from red light to green light to coordination with opening the old Roosevelt vehicle bridge a few feet to the west of the trestle. Every time I have passaged the trestle, it takes 30 minutes to complete an open-and-close cycle, measured from the time the trestle red light heralds an approaching train, when vessels must halt their approach and when the old Roosevelt bridge tender will no longer open on request, including the time when the train passes sufficiently far to permit commencement of the closing process, to the time the green light once again allows passage of vessels and the old Roosevelt Bridge tender will once again open on request "after vehicle traffic clears".

The plan is for 32 All Aboard Florida mostly daylight-traveling trains. Add that to the current 22 freight trains. Even assuming all the freight trains travel at night (which they do not), at 30 minutes per event that is 16 hours when boat traffic cannot passage! That is more daylight hours than there are in December. That effectively closes down Florida's Panama Canal completely to the thousands of vessels that pass through the St. Lucie Lock on their passage from the Gulf of Mexico to the Atlantic Ocean. Those vessels include the new yachts that manufacturers bring to and from the boat shows in Miami, Ft. Lauderdale, St. Pete, Newport and beyond, the many commercial barges, the yachts of cruisers and snowbirds headed home or to the Bahamas or to the Gulf on their way to Mexico, Texas and other states north and west, as well as the many casual recreational local boaters who live on the west side of the trestle.

It is not just about impatient yachties having to wait. ***The Okeechobee Waterway is a lifeline for Florida vessels transiting between the Gulf and the Atlantic, a lifeline that All Aboard Florida threatens to choke to its waterway death.***

Sincerely,
Dawn Champlin

Ms. Louise Carnevale
2950 SE Ocean Blvd. Apt. 109204
Stuart, FL 34996

12/3/2014

Mr. John Wickle
Fed. RR Adm.
1200 N. J. Ave SE
Washington DC

Dear Mr. Wickle:

I very strongly object to the negative impact your proposed All Aboard Florida Plans will have on the Martin County Community.

I tried to attend the recently scheduled meeting for the community but the venue you chose was inappropriate to the number of citizens who tried to attend in person.

over please

Therefore, I am writing to voice my strong objection to the route you have chosen, which will badly impact Stuart residents. We were here first - we need to have adequate service from fire, police hospitals and county personnel and your route will make these people unable to carry out their work on our behalf.

Please choose another route.

Sincerely

Louise Carneale

Robert A Carlson
5361 SE Burning Tree Circle
Stuart, FL 34997

772-500-5885
rcarlson55@gmail.com

Mr. John Winkle, FRA
1200 New Jersey Avenue SE
Room W38-311
Washington, DC 20590

Dear Mr. Winkle:

The purpose of this letter is to express my deep opposition to All Aboard Florida (AAF) and Florida East Coast Industries (FECI) in their quest to spoil the Treasure Coast, with the addition of passenger train service from Miami to Orlando. There are approximately 600,000 residents that will be negatively affected by this rather dubious investment in a passenger line that is of questionable economic benefit to the community, and will reward only those investors and political persons who have an economic interest.

There are many reasons I object to this project but the major points are as follows:

Safety
It is an established fact that grade level crossings result in more accidents, both pedestrian and vehicular, than crossings that have safeguards such as passenger bridges to prevent those incidents. The last thing these communities need are two sets of steps that rise 20 feet or so above the street level given the number of elderly and disabled in our communities.

Traffic and Navigation Delays
The proposed route if AAF will have numerous crossings that will inevitably result in long traffic delays for both automobiles and marine traffic. To believe that trains will be timed so as to manage rail crossings and bridge raisings is to believe in the tooth fairy. Besides, who would be responsible to the public for setting these schedules? My betting is that will be set by those who **benefit from more traffic not less traffic.**

Emergency Vehicles
Due to the number of crossings and the location of things like Hospitals, Doctors, Emergency Facilities etc. dependent upon being able to cross the tracks I suspect there will be many **Life or Death situations** caused by the unscheduled delays at crossings.

Civic and Economic Disruption
In Martin County alone there are four thriving downtown areas where small and moderately sized businesses, cultural activities, medical facilities, government entities will be profoundly negatively affected, with no benefit from AAF, economic or other. These disruptions will cause shoppers and the like to frequent areas not impacted by the noise, vibration and delay caused by AAF. As we know from the recent recession any activity that causes economic losses or job loss must be prevented.

Property Values
I think it is a given that properties impacted either by physical location of the rails or just the noise and disruption of increasing rail traffic will cause property values to decrease and that will cause tax revenues in the affected areas to decrease. I suspect that low income and minority folk who already live near the track will be the most negatively affected.

Financial Viability
The ridership figures are not believable and appear to have been fabricated working backward from the estimated construction and operating costs and the required IRR on the investment. There is a very old saying that "Figures don't lie, but liars figure". I can't tell you how many "projects" I have been involved in that never made their assumptions. In this case what happens if AAF does not make their numbers? Who is the backstop? The government, the taxpayers or the riders who do use the system watch as the prices for ridership continue to rise. Do the original investors take the loss? If they do it will be the first and only time when the government is involved!

Please give as much thought to the residents as you give to the environment and reject this project.

Sincerely,

Robert A. Carlson

From: **Joe Campo** joecampo1@yahoo.com
Subject: 10/11/2014
Date: October 16, 2014 at 2:24 PM
To: Arlene acampo1234@gmail.com

10/11/2014

Mr. John Winkler
Federal Railroad Administration
1200 New Jersey Ave. SE
Rm. W38 ~11
Washington DC 20590

Dear Mr. Winkler,

My wife and recently retired,we are both in our 70'.
After several years of renting at the Harborage Yacht club condominium in Stuart Florida we decide to buy and make Fla. our primary residence,
we are now in the process of making that transition.

Part of our concern about buying was that we are now on fixed incomes.
We don't have the financial flexibility we had in our working years.
But we found the perfect retirement spot for us at a very reasonable price.
It also appeared to be a good investment, the unit appraised for more then we eventually paid.
Now that investment is being threatened by the planned
"All Aboard Florida" Orlando to Miami rail service.
We have already been told by local realtors it will negatively affect the residential condominiums value because of the noise, possible air pollution and safety issues.

Just imagine the anxiety of sitting in our vehicle while one of the days many trains pass during a medical emergency.
The only exit out of our community is over those 2 tracks!

over

The rail tracks are in our back yard, 150 yards away from our front door.
There are at least 126 families living in several condo buildings at Harborage.
The condo is built over a yacht club which has as many as 300 slips.
Many of those sailors , their families and friends ,use the same entrance and exits as the condo dwellers and over the same two tracks the new rail service is planned to use.

We have all ready seen newsletters from realtors stating that the local resort areas will financially benefit, but homes and condos close to the rail site can expect to lose value.

There must be many , many Florida families who live along the trains route that will suffer the same negative consequence of this new so called service.

The people who will benefit are largely tourists.
Most have many options to get from either the northern or to the southern part of the state with little discomfort. We have been traveling the state by car or air for over 40 years, a beautiful drive, flights are quick and efficient .

The happy tourist come to our beautiful state , have their fun, spend their money and leave.
We understand that tourism is a very important part of the states economy, but it should not be more important then the residents who have committed their finances and families life's to Florida's future.

We would ask you to ask those who are pushing for this project to go thru, " would you want these trains rumbling thru your back yard each and every day at all hours, all year?"

When making your final decision we urge you to please consider the negative impact on the residents of the state this rail service will have.

Thousands of retired folks like us move to Florida each year for many reasons ,

not the least of which is the states beauty , peace, quite and safety.
Now all that tranquility will be at risk, and for what?

We thank you for all considerations,

Arlene & Joseph Campo

Arlene Campo , Jos Campo

276 Temple Hill Road
New Windsor NY 12553
845 562 3153

Sent from my iPad , Joe

9.22.2014

Mr John Hinkle
Federal Railroad Administration

Dear Sir

I live in the small town of Stuart, Martin County, Florida.

I am very apprehensive about the number of passing trains on river bridges as well as street crossings in our area if All Aboard Florida is approved.

Our downtown now has five streets at the point of the railroad crossing. Currently it is a bottleneck situation and would become intolerable if more train travel is approved.

Please consider another rail route for the new rail system.

Thank you

Essie H Colmar
150 SE Four Winds Dr
Stuart Florida 34996

John Hinkle
Fed. RR Admin.
1200 N Jersey Av SE
Room 38-31 W
Washington DC 20590

Dear Sir
I live in the small town of Stuart, Martin County, Florida
I am very apprehensive about the number of passing trains on our river bridges in the area as well as street crossings if the all Aboard Florida rail line is approved.

Our downtown area now has six streets at the point of the railroad crossing.

Currently it is a bottleneck situation and would become intolerable if more rail travel is approved.

Please consider another route for this new rail service.

Thank you.

Elsie N Coleman
150 SE Four Winds Dr
Stuart FL 34996

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

Comments submitted using this form will be recorded by the FRA and addressed in the Final Environmental Impact Statement. FRA will consider all comments in its decision on the proposed project. This form will only be used to record comments, and for no other purpose.

Comments:

I went to a huge gathering at the Kane Center in Stuart where the preliminary environmental statement was available to discuss. I was horrified! AAF's project will adversely affect me and my husband. We live very close to the tracks, experiencing vibrations noise and pollution now. Multiply this by 32 trains = intolerable!

In addition to quality of life, the long wait time at crossings will delay our trips and threaten our lives as ambulances can't get to the nearest hospital promptly. Health and safety issue!

Finally the adverse affect on birds and animals as the train speeds through Jonathan Dickinson Park will wipe out the endangered Scrub Jay.

There are RR Tracks - owned by CSX - west of the proposed route which should be used. Only the US Dept of Transportation can demand that!

Please deny AAF's proposal.

If you need additional space, please attach a second sheet to this page

Jane W. Burton,

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

The DEIS is available at area libraries and on the FRA's website (www.fra.dot.gov/Page/P0672).

There are 4 ways that you can comment:

1) Written comments may be submitted tonight, in the boxes provided
2) Comments may be made orally at this meeting (to the court recorder)
3) Written comments may be mailed to:

   Mr. John Winkle
   Federal Railroad Administration
   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

4) Written comments may be emailed to: AAF_comments@vhb.com.

Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	Jane W. Burton
Address	3441 S.E. Fairway West Stuart, FL 34997
email	Please provide your email address if you would like to receive notification when the FEIS is available

TO: John Winkle
Federal Railroad Administration
1200 New Jersey Ave SE, Room W38-311
Washington, DC 20590

FROM: Margaret Bowers
230 SW Willow Lake Trail (Martin County)
Stuart, Fl 34997

Dear Mr. Winkle,

The All Aboard Florida-Operations LLC (AAF) railroad scheme is a threat to our safety and our right to peaceful enjoyment. I am NOT against private enterprise, but surely, the safety and quality of life of the citizens and taxpayers MUST be the first priority. Have you studied the route the tracks take through the centers of our small coastal towns?? Can YOU imagine living with this??? I urge you take this into serious consideration and decline a "loan" to Florida East Coast Industries for this outrageous project. Why not have the rail follow Interstate 95??

Sincerely,

Margaret Bowers

Margaret Bowers
Martin County, Florida

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

HIGH SPEED TRAINS RUNNING THRU COMMUNITIES
INCREASED TRAFFIC CONGESTION
DECREASE IN REAL ESTATE VALUES
EVACUATION ROUTE FOR HURRICANES

If you need additional space, please attach a second sheet to this page

All Aboard Florida Intercity Passenger Rail Project

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   1200 New Jersey Avenue, SE Room W38-311
   Washington, DC 20590

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Comments on the DEIS must be submitted to the FRA by December 3, 2014.

Optional Personal Information:

Name	MARIA TERESA BOMBARDIERI
Address	4401, NE JOE'S POINT ROAD STUART, FL 34996
email	Please provide your email address if you would like to receive notification when the FEIS is available

2950 S.E. Ocean B'lvd. -11-3
Stuart, Fl. 34996

November 12, 2014

Attn: Mr. John Winkle - Federal Railroad Admin.

Dear Mr. Winkle:

I'm writing to you regarding the All Aboard Florida Train scheduled to run from Miami to Orlando through the Treasure Coast where my family and friends live. There is also Martin Memorial Hospital in the area - <u>Aren't we suppose to be quiet in a hospital zone?</u>
Dispite overwhelming opposition to this huge, consistanley noisy train, it seems the the "big money" of Orlando and Miami once again will win over the objections of the people of the Treasure Coast.
I think it is a shamefull infraction against the rights of these people.

Very truly Yours,

Adeline + Thomas Bolger

November 5, 2014

RE: All Aboard Florida:

To Whom It May Concern:

I am writing regarding the All Aboard Florida Train Service tentatively slated to begin in 2016. I am concerned about the trains coming through downtown Stuart and other coastal communities. Not only will very few be able to get downtown for shopping, entertainment and meals, but most will not be able to get to doctors or the hospital in a timely manner! That is a big safety issue. I foresee Stuart as a ghost town. The local government has worked to revitalize our downtown, and this would ruin it. The train tracks also cross the St. Lucie River Intra-coastal corridor from the west coast of FL to the east coast. Cruising boats, fishing boats as well as barges navigate this waterway to the ocean. Boats with a height of 20 feet or less are currently affected by the train bridge several times a day. Also, when the trains approach, the Old Roosevelt Bridge will not open within approximately 10 minutes of a train's arrival due to safety concerns. That will cause further backups on the roadways as well as the waterway. With the trains coming through at least twice an hour plus the other trains that come on a regular basis, the train bridge will be open constantly. This is a major navigable waterway. Barges must pass through here as well as boats trying to cross the state. I also question the legality of so many trains crossing the river in a day. As I understand it, Section 10 of the *Rivers and Harbors Act of 1899* (33 U.S.C. 403), approved 3 March 1899, prohibits the unauthorized obstruction of a navigable water of the U.S. I recently received the Preliminary Impact Study & disagree with the time estimates in the study. They do NOT correlate with my actual experience when awaiting a bridge opening on the St. Lucie River.

All of these issues will cause safety problems, bottle necks and reduction of quality of life in all coastal communities. The tracks are very old and the bridge crossing the waterway was built in 1925! There is also the issue of the high noise level. There is clearly NO BENEFIT to anyone in or around Stuart or any other coastal town. We all thrive on the tourist industry. Many wonderful coastal towns will be affected. The housing industry, marine industry, and all of the businesses along our beautiful Atlantic coast of Florida are in great jeopardy! . How can any one company be permitted to disrupt the livelihood of so many? There is much more to Florida & tourism than Orlando or Miami! Surely, there is a better solution for mass transit from Orlando to Miami than this! A high speed monorail system or tracks built along the turnpike corridor might be a better solution. Use of private planes would be another alternative to get the tourists to and from without ruining coastal communities.

Panama Canal: I am also worried about the impact that the finishing of the Panama Canal will have on the number of freight trains moving on the tracks. There must be other solutions that are far more workable.

Please consider all of the facts and do not allow our communities be ruined by one large company!

Sincerely,

Trudy (AKA Gertrude) Bohner
2376 NW Fork Rd
Stuart, FL 34994

772-934-6850

October , 8, 2014

John Winkle
Federal Railroad Administration
12 New Jersey Ave., S.E.
Room W38-31
Washington D.C. 20590

Dear Mr. Winkle,

We can assure you we are 100% opposed to All Aboard Florida.

My husband and I have a vacation residence on South Hutchinson Island in Stuart, Florida that we visit monthly from our other home in Sterling Heights, Michigan. We are not retirees, but have chosen to invest in a vacation home in Florida at this point in our lives for the great climate, lovely scenery, beautiful beaches and convenience of enjoying the many amenities of a small "downtown" that has been preserved, invested in and revitalized.

We chose Stuart, on the Treasure Coast for a multitude of reasons, including its commitment to preserving the natural beauty of the area. The island is wonderful, as is downtown Stuart, which has done a wonderful job of revitalization, and it will be a shame if a railroad comes barreling through 32 times a day! There is NO WAY the area will attract retirees or vacationers if the marine and street traffic is disrupted by trains all day long! Real estate will nose-dive here. People will choose other quieter areas to live, my husband and I included.

As mid-west "snow-birds", we can assure you the real estate on the Treasure Coast will NOT be an appealing investment to anyone like us in the future, and we know Florida wants people like us, and the millions more who will be investing in Florida real estate for years to come. What gives a railroad company the right to say the Treasure Coast is less worthy of being preserved than any other area of Florida? Shame on any government entity that will allow this to happen.

There is so much money being invested to make this railway idea work. We believe that freight business is what railway companies are really targeting. Freight does NOT need to come through populated, beautiful areas of the Treasure Coast to make its way to its further destinations. There is a very simple solution. Put it through an area of Florida that has less population.... Yes, the routes will be slightly longer, but if rail is so desired, it is worth the extra cost. This is a cost that CAN be recouped by the railroad business. The cost of denigrating an entire area of the state CANNOT be restored. It is an obvious choice.

Jean and Mike Boguth
1357 NE Ocean Blvd. #301
Stuart, FL 34996

November15, 2014
Mr. John Winkle
1200 New Jersey Ave. SE, Room W38-311
Washington, D.C 20590

Dear John,

Yes, this is another "Dear John" letter; however, let's not go quickly to the Dark Side! Some "Dear John" letters have "Happy Endings" and in your case, I surmise, you are in the enviable position to personally affect this one's outcome.

I wrote you a letter, (copy enclosed), on April 3 of this year expressing my concerns and cited several of the reasons for them regarding the proposed "All Aboard Florida" train line expansion.

While I didn't support the project I really took issue with their lack of concern for the populace...especially in light of the other track route that exists in the sparsely inhabited area west of I-95 and the Turnpike.

Now however, after doing some research, the real objective for this project has become clear and the aberration it portends takes my initial objections (and those cited by countless others) and multiplies them a thousand fold!

Two recently completed projects, seemingly unrelated, come together and clearly expose how shamefully deceitful the real purpose of this project is.

It now becomes painfully clear(FOR EXAMPLE) how the transit from China of a Super Freighter can bring even more "Non-American" made goods more quickly thru the newly widened Panama Canal and up to the newly deepened port of Miami where AAF will now be able to move those cheap goods by a vastly increased number of cars on each of their FREIGHT TRAINS!!!

Can YOU envision the disruption in the daily lives of all American citizens that these long trains will create?

Do YOU really think the transit times stated in AAF's report truly

represent the delays that will actually be encountered by police, firefighters, ambulances, visitors, shoppers, pleasure boaters, barges, wildlife, etc., etc.?

What about the bone-jarring vibrations, noise decibel levels, exhaust pollution (from waiting trucks, autos and boats)?

Who's going to compensate residents for their property depreciation and the (long term) job losses caused by shops and restaurants closing due to the lost patronage caused by this nightmare?

Last, but by no means least, AAF still hasn't withdrawn its loan request and with the track record of railroads in mind, we don't need Washington to have another reason to raise taxes...when another one "bites the dust"!

If you insist that Florida must have a new train line, then take the advice of Horace Greeley and "Go West young man, go West"!

The outcome is in your hands...please don't blow it!

Very truly yours,

Richard Bilello
6623 SE Twin Oaks Circle
Stuart, FL 34997

Cc: Sen. Marco Rubio, Rep. Patrick Murphy, Gov. Rick Scott

April 3, 2014
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Richard Bilello
6623 SE Twin Oaks Cir
Stuart, FL 34997

Someone with decision making power:

Apparently it has been postulated that Florida requires a new transportation enterprise given the "Disney Like" title: "All Aboard Florida".
The question that immediately comes to mind is, "Why", followed immediately by,(if proven to be absolutely necessary), why on earth along the populated eastern corridor that's being pushed?
I totally understand the monetary attraction for them to want to use tracks they own, but simply put, I really don't give a damn about their costs!
Their tracks would pose unimaginable problems for the populous along this corridor not the least of which would involve public safety. (police, fire, EMS), commerce disruption, intolerable sound decibel levels, numerous & repeated traffic jams at crossing sites with resultant increases in exhaust pollution...just to name a few!
Additionally, let me just touch lightly on the "LOANS" they'll require, which in the event of their inability to pay...as Rail Service has a TRACK record of incurring losses....that the TAX PAYERS,(i.e. US), will wind up adding Millions of additional Dollars to our existing taxes.
Let's face it, if the Casinos & Disney want this service, let them SERVICE it & let them do it on the CSX tracks!!! We don't want it here, need it here, nor has it been proven to be required here.
Make believe it was YOUR money!!!
Sincerely,

Richard Bilello

Crossroads Yacht Club, Inc.

P.O. BOX 2255
STUART, FLORIDA 34995-2255

Mr. John Winkle
FRA,
1200 N.J. Ave.SE Room W38-311
Washington DC 20590

11/11/14
Stuart, Florida

Subject: Comments re All Aboard Florida DEIS

Several members of our yacht club went to the FRA public meeting in Stuart on Oct 30, 2014 at the Kane Center. We were disappointed with the meeting, as it was basically a sales pitch by AAF consultants.

As residents, we are against the AAF plan for several reasons:

1) We don't believe their business plan is sound
2) It provides no benefits to Martin County residents
3) It provides many inconveniences to Martin County residents
4) It adds some transportation dangers for martin County residents

As boaters, we travel the St. Lucie waterway frequently and are especially concerned about the AAF increase in RR bridge closings causing major delays in boat transit thru the. **St. Lucie RR bridge** as well as potential collisions among waiting boats.

St. Lucie RR bridge AAF closings simulation

The boat traffic/bridge closings simulation presented at the meeting is not believable. The simulation was over simplified. It is not realistic. We saw 5 major flaws in it.

1) The simulator showed boats(icons) cued up "bow-to-stern" and stationary, not drifting, while waiting in line for an opening. Boats are not cars. Boats drift when they stop. There is a strong current at the bridge at mid-tide.

2) The simulator showed boats(icons) cued up "bow-to-stern", with no spacing. Spacing between boats must be 1 or 2 boat lengths minimum, or there will be collisions.

3) Boats come in all sizes. This was not addressed in the simulation.

4) Boats waiting between the RR bridge and the car bridge is a problem. This is NOT a good place to wait for an opening.....narrow and short....difficult to remain stationary here. Unlikely to accommodate more than 1 medium size boat between the 2 bridges. The simulation did not take this into consideration.

5) Simulation did not consider the car bridge openings

We are against and object to AAF for several other reason also, e.g. it causing auto traffic, personnel safety, animal safety and other associated problems.

Sincerely,

Oliver Bessette, Secretary, CYC

Mr. John Winkle
FRA
1200 N.J. Ave.SE
Room W38-311
Washington DC 20590

11/9/14
Stuart, Florida

Subject: Comments re All Aboard Florida DEIS

We went to the FRA public meeting in Stuart on Oct 30, 2014 at the Kane Center.
We were disappointed with the meeting, as it was basically a sales pitch by AAF consultants
We are against the AAF plan for several reasons:

1) We don't believe their business plan is sound
2) It provides no benefits to Martin County residents
3) It provides many inconveniences to Martin County residents
4) It adds some transportation dangers for martin County residents

As boaters, we are concerned about the increase in the St. Lucie RR bridge closings.
The boat traffic/bridge closings simulation presented at the meeting is not believable. The simulation was over simplified. It is not realistic. We saw 5 major flaws in it.

1) The simulator showed boats(icons) cued up "bow-to-stern" and stationary, not drifting, while waiting in line for an opening. Boats are not cars. Boats drift when they stop. There is a strong current at the bridge at mid-tide.

2) The simulator showed boats(icons) cued up "bow-to-stern", with no spacing. Spacing between boats must be 2 boat lengths minimum, or there will be collisions.

3) Boats come in all sizes. This was not addressed in the simulation.

4) Boats waiting between the RR bridge and the car bridge is a problem. This is NOT a good place to wait for an opening.....narrow and short....difficult to remain stationary here. Unlikely to accommodate more than 1 medium size boat between the 2 bridges. The simulation did not take this into consideration.

5) Simulation did not consider the car bridge openings

We are against and object to AAF for several other reason also, e.g. it causing auto traffic, personnel safety, animal safety and other associated problems, but we're sure you are getting lots of complaints on those subjects.

Oliver and Carole Bessette residents and boat owners
1550 NE Ocean Blvd.
Apt A207
Stuart, FL. 34996

Oliver Bessette
Carole Bessette

Please stop the railroad from coming through Stuart fl

Dear Mr. Winkle

I am a business owner in the town of Stuart on Colorado .We now have every long backups on our street when a train comes through to the point that my customers have a hard time coming here . They have told me they turn around and go home when they see the gates on the track go down.. Please reroute the tracks west of town where no one will be bothered

Thank you for your consideration

Roger Bernot

Bernot Investments

416 Colorado Blvd

Stuart Fl

Dec 1, 2014

Dear Sirs;

As a resident of Stuart, Florida. I am opposed! to the new "rail Line" going through my town!

Take it West along the I-95 Turnway

Do not "Railroad" our small town!

Margaret Bernot

TO: **Mr. John Winkle, Federal Railroad Administration**
1200 New Jersey Avenue, SE
Room W38-311
Washington, DC 20590

FROM: Jay Bashant
544 SW Akron Ave
Stuart FL 34994

The East Coast of Florida has topography unique to the United States, and is not suited for railway expansion.

All Aboard Florida will significantly impact boaters who must cross under railway tracks and use drawbridge access to open water, as well as businesses dependent on those boaters, therefore impacting the economy, recreation and quality of life. Reports from a significant number of boaters indicate that they would no longer use these recreational areas and would not make their usual stops here.

4.1.3-C Navigational Report: Indicates a wait time of approximately 17.6 minutes of wait time for boats during train crossings at the St. Lucie River Crossing, while glossing over the actual impact of boating and boating businesses in the area, where at time several boats are stacked up waiting for trains to cross.

The study describes the impact as "minimal." It is difficult to believe than an additional 32 trains plus 20 freight trains plus more additional freight coming up from Miami crossing the New River would not have any impact.

The New River bridge would be closed 6.5 hours per day: 30 times a day for an average of 13 minutes vs. 10 times a day currently for an average of 19 minutes.

The Loxahatchee River Bridge currently is used by about 20 trains a day and the bridge is down and blocking marine traffic for about 20 minutes each time. The Loxahatchee span would be closed 8.4 hours per day: 42 times a day for an average of 12 minutes vs. 10 times a day for an average of 19 minutes.

The proposed additional AAF passenger train traffic will add at least one additional bridge lowering each hour — two additional lowerings unless the northbound and southbound trains cross at the exact same time, which is unlikely. That's 40 to 60 minutes each hour with the bridge

being down, blocking all boat traffic, including emergency boats operated by the U.S. Coast Guard, the Jupiter Police, the Tequesta Police and the Florida Fish and Wildlife Conservation Commission.

Table 2.2-3 indicates 746 out of 900 Martin County's river marinas are affected by rail traffic, clearly showing the detriment of increased trains. The EIS indicates that the marine industry for the St. Lucie River was $523.7 million in December 2013. The EIS state St. Lucie River has 1,307 slips; over half are commercial. Delayed boating will definitely impact these businesses and the economy. I refer to the EIS informational table:

The draft continues to misrepresent: "The St. Lucie River represents approximately 82.9% of the marine activity in Martin County and 15.3% in St. Lucie County. Because the economic activity associated with the St. Lucie River is located in both Martin and St. Lucie Counties, the total economic value of this river is equivalent to 82.9% of the economic value of the marine industry in Martin County plus 15.3% of the economic value of the marine industry in St. Lucie County, resulting in a total economic value of $648.8 million. This total value is comprised of $481.3 million in direct expenditures, $79.4 million in indirect effects, and $88.1 million in indirect effects. This activity supports a total of 6,420 jobs and $186.6 million in personal income (see Table 5.2-9)."

The EIS does not address the time trains might stand in queue waiting for the drawbridges to open and close and how these standing trains might further impact railway crossings while they block these crossings during their wait, further impacting all of the above problems caused by increased train traffic.

Sincerely,
Jay Bashant

for the people living here.. This is the most egregious proposal ever made as it will make life very difficult for us. It is time for our government officials to listen to the people. I'm all for a company to make a profit - but not when it causes havoc for the residents. Yours truly,
Shirley Baer
STUART

4 November

Dear Mr Kinkle

Please do <u>not</u> approve of the All Aboard Florida. The tracks pass through heavily populated areas that contain a huge amount of traffic. Before making a decision you should come to Stuart/Jensen Beach and observe the risk and inconvenience