Low Tide at Long Cove © Sally Caldwell Fisher
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Ms. Shirley Baer
6621 SE Harbor Cir.
Stuart, FL 34996-1962

FOR INFORMATION ON RESEARCH, CARE OR SUPPORT, CONTACT THE ALZHEIMER'S ASSOCIATION AT 1.800.272.3900
www.alz.org

alzheimer's association®

the compassion to care, the leadership to conquer

foregoing is but one example of the havoc they would create. It is hard to do much driving around here without crossing railroad tracks. We have to cross tracks in order to go to the beach, to go to the YMCA, to go to many stores, and shopping centers and to go to many restaurants. Emergency vehicles and school buses would frequently be backed up waiting for trains to cross. This is not to mention visiting friends and going many other places.

There will likely be many more accidents at railroad tracks.

Our quiet way of life would certainly be disrupted.

We just wanted our voices heard, and hope you will consider the desires of the vast majority of the residents.

Sincerely,

Elizabeth Baeringer

Elizabeth Baeringer

6499 S.E. Wild O
Stuart, FL 3499
November 29, 2014

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

Dear Mr. Winkle:

Re: All Aboard Florida

My husband and I are very muc
opposed to 32 trains (16 each way)
coming through our community, espec
using the existing tracks. These trac
run through historic downtown Stuar
and we foresee an almost indescribab
bottleneck near "Confusion Corner," whi
the actual name of the best-known co
in Stuart. The name aptly describes t
corner as it exists now, with two trac
circles overlapping. We don't need car
stopped at the train tracks backed up
the circles, adding to the confusion,
times a day!

We can't imagine anyone in Stuart
being in favor of this train project. The
trains will not even stop in Stuart. The

Dagmar J. Auerbach
2600 SE Ocean Blvd. Z-9
Stuart Florida 34996
772-288-6261
djauerbach@aol.com

October 16, 2014

RE: ALL ABOARD FLORIDA

Dear Mr. Winkle:
I am writing to you to express my opposition to the proposed "All Aboard Florida" high speed rail line connecting Miami to Orlando. To be more precise, I oppose the planned route these trains would take through our scenic coastal towns and villages, such as Stuart, Jupiter, Jensen Beach, etc.

In my home town of Stuart traffic is gridlocked in all directions when the FEC freight trains come through very frequently. First responders cannot get to the hospital from any direction. The boat traffic through our drawbridges is similarly inconvenienced. The economic impact of 32 additional trains coming through Stuart will be a financial disaster because tourist dollars drive our economy, and the tourists will not return.

Why must this train route go through coastal communities? Orlando is not ON the coast. Why can "All Aboard Florida" not use the existing tracks West of the FEC tracks. No one will object to the trains speeding through cow pastures just as Amtrack does now. The fact that they also want to borrow 1.6 Billion dollars of taxpayer money to fund this folly is simply outrageous.

As an aside, the projected ridership and revenue from these high speed trains is never going to materialize. I host visitors from Europe frequently, friends and family. When they land in Miami for their 2 week vacation they rent a car so they can see ALL the tourist attractions such as Key West, Everglades, Sanibel Island, Space Coast and maybe Orlando. They would never take a train from Miami to Orlando because 4 train tickets are just too expensive, and they will still have to rent a car in Orlando to get from one attraction to the next.

Having lived Germany, I am very supportive and familiar with excellent high speed trains service which I use frequently when I visit my family every year. This proposed "All Aboard Florida" passenger train is nothing but a poorly disguised FEC ruse to cash in on increased freight traffic when the second Panama Canal opens.

Respectfully yours,

Dagmar J. Auerbach

Dagmar J. Auerbach

Dear Sirs,

I am against the All Aboard Florida trains using the FEC tracks through Stuart for many reasons.

At best the additional trains will be a nightmare for vehicle and boat traffic. You don't need to spend money on a "survey" when a quick look at the map will do. There is a bottleneck at the Saint Lucie River and Roosevelt Bridge.

At worst people will die, either by collisions or waiting to get to the hospital. Every morning there are a few thousand people that have to cross that track to get to work or go to the hospital/medical offices in Stuart. It is a busy area with many of the drivers elderly and/or from out of state. It can be very confusing with traffic circles and who has the right of way in the Stuart downtown area.

An additional 30 trains a day translates to about 1.25 per hour, I don't know the schedule times proposed for these trains to come through our area but I assume there will be an additional train every 30-45 minutes during the day, less at night.

"They" say the crossings will only close for 1 min for these additional trains, I don't believe this is possible considering the amount of turns and crossings involved. I imagine traffic just starting to clear when another train comes.

Another concern is the age and condition of the train draw bridge and the effect on boat traffic through the Intercoastal Waterway. It is not just about vehicles. The bridge tender has no control over the FEC bridge and must raise and lower the vehicle bridge when it coincides with the railroad bridge. Boat traffic will pile up, some may get stuck between bridges, people will get hurt. The west bound boats with the current from behind will be put in a difficult situation to stay off of the rocks.

You can contact the bridge tender @ 772-692-0321. I am sure they will give you some good info on the train and boat traffic as well as the vehicle traffic through Stuart.

It would be better to build a new track near I-95 to go around Saint Lucie and Martin counties, At least that way "They" could include us as stations.

Please contact me if I can be be of any assistance and thank you for your time and consideration.

Gregory E. Nelson
717 SW Tulip Blvd
Port St. Lucie, FL 34953
772-621-0865

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 rail through Stuart, Fl will be dangerous to local traffic. It provides us no benefits.

Please consider rerouteing this line where it doen't transit many residential areas.

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

All Aboard Florida Intercity Passenger Rail Project

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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	Cliff Atwood
Address	3333 SE Fairway E Stuart, Fl 34997
email	Please provide your email address if you would like to receive notification when the FEIS is available salty dog cliff 413 @ yahoo. com

WOOD ARNOLD II

Sept 23, 2014

Mr John Wrinkle,

Dear Mr Wrinkle:

I am writing to protest the expansion of the 32 trains on the tracks near me.

This will be a great inconvenience to our neighborhood and your consideration would be appreciated to suspend this unnecessary new rail service

Very truly yours

Wood Arnold

6245 SE BALTUSROL TER.
STUART FL 34997

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Comments:

① 32 TRAINS PER DAY, THROUGH MARTIN COUNTY, WILL MAKE TRAFFIC UNTENABLE BETWEEN A1A AND RT. 1, THROUGH THE STUART AREA.

② A SOLUTION TO THIS PROBLEM WOULD BE TO ELEVATE THE TRACKS THROUGH STUART, SOUTH TO JUPITER.

③ ANOTHER SOLUTION TO THIS TRAFFIC PROBLEM WOULD BE TO BUILD OVERPASSES AT MAJOR ROADWAY CROSSINGS. EX: MONTEREY ROAD (714) AND INDIAN ST. THESE ARE COMMERCIAL INTERSECTIONS WHERE MERCHANTS AND SHOPPERS WILL BE ADVERSELY AFFECTED BY TRAFFIC + DELAYS WHEN TRAINS ARE CROSSING.

④ IN ESSENCE, THIS IS A QUALITY OF LIFE ISSUE IN AREAS THAT WILL SEE NO BENEFIT BY INCREASED RAIL TRAFFIC.

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

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   Washington, DC 20590

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Optional Personal Information:

Name	Steven & Lynda Arnell
Address	3551 SE Kubin Ave Stuart, FL 34997
email	Please provide your email address if you would like to receive notification when the FEIS is available skarnell@aol.com

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Comments:

The negative impacts of this project cannot be overstated.
The whole set-up of this informational meeting is a joke -
The tax payers will end up paying for this project and in the meantime a quality of life on the Treasure Coast is lost forever.

Mary Antaya

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

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   Federal Railroad Administration
   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	Mary M. Antaya
Address	3211 SE Cabert Drive Stuart, FL 34997
email	Please provide your email address if you would like to receive notification when the FEIS is available DONSLADYBUG @ AOL.COM

975 NW Flagler Avenue, Unit 204
Stuart, FL 34994
September 23, 2014

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

Subject: Comments on All Aboard Florida Draft EIS

Dear Mr. Winkle,

I have reviewed the All Aboard Florida Draft Environmental Impact Statement (EIS) and found that it inadequately considers impacts on people along the Treasure Coast of Florida. I live next to the Florida East Coast (FEC) railroad line and on the St. Lucie River in Stuart, Florida. Thus, I am familiar with the FEC operations which are incorrectly portrayed in your Draft EIS. My specific comments are as follows:

(1) You did not consider the warning horns from the automated drawbridges in your noise analysis. I live on the St. Lucie River and can hear the horn (particularly at night) that blares for a period of time before the automated railroad bridge closes. The increased number of bridge openings/closings from the proposed action will directly increase the number of times the horn will sound to impact people.

(2) You failed to adequately consider the synergy between passenger and freight traffic in your noise and vibration analysis. I would be willing to place a sizable wager that because of the higher frequency of passenger traffic during the day that freight traffic will be moved to nighttime hours to simply operations and schedule conflicts. More freight traffic at night means more noise and vibration impacts on nearby residents since freight trains (longer with heavier loads) are much more disruptive than passenger trains.

(3) You failed to adequately model the grade crossing noise impacts at night. Since I live near a FEC grade crossing, I am aware of how the train horn blowing actually works at night. Most trains use a subdued horn at night and a significant number never even blow them between midnight and 5 AM. While this may be the action of individual train engineers being sensitive to nearby residents or unofficial policy by the FEC railroad to improve community relations, it is the way the system actually works at the present time. Since the proposed automated horns at grade crossings would always sound, there would be an increase in grade-crossing noise from trains at night in comparison with the present situation.

If the Federal Railroad Administration decides to fine FEC for not blowing their horn enough, I would consider this a violation of the National Environmental Policy Act process because you were acting to change the "no action" alternative. FEC must commit and help fund quiet zones for grade crossings near residential areas for noise mitigation. Merely cooperating with local jurisdictions is not enough.

(4) The Draft EIS does not adequately cover environmental justice issues and the effects on impacted people who are receiving no benefits from the proposed action. The name All Aboard Florida is deceptive since the passenger service will only benefit limited urban areas. Since there is no stop planned for Stuart, most residents in this part of the Treasure Coast will not use this train service. Since I fly into or out of the airports in West Palm Beach, Orlando, Ft. Lauderdale, and Miami more than 25 times per year, I thought this train service would be beneficial. When I found out that there were no local train stops included on the schedule, I realized that my neighbors and I were being negatively impacted with no benefit. The adverse impacts from reduced property values, noise, vibrations, and traffic congestion were being imposed on a community with no off-setting benefits of rail service or noise mitigation.

Thank you for your consideration of my comments and I look forward to them being adequately addressed in the Final Environmental Impact Statement. I further request being mailed a copy of the final document.

Sincerely,

George C. Allen Jr.

George C. Allen, Jr.

CC:
Representative Patrick E. Murphy
1517 Longsworth House Office Building
Washington, DC 20515

171 SW Flagler Avenue
Stuart, FL 34994

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U.S. Department of Transportation
Federal Railroad Administration

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Comments:

Kindly note our strenous objection to any increase in train tracks, freight trains, passenger trains and high speed trains in the train corridor from Orlando to Miami.

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

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   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	Joan P. Bradley & Michael R. Bradley
Address	Singer Island Residents
email	Please provide your email address if you would like to receive notification when the FEIS is available mbradley@bbdlawfirm.com

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

FROM: William Mckenna
1 W High Point Rd.
Sewalls Point, FL. 34996

Any support of this train lacks SOUND reasoning. **From 5.2.2-A3 of the draft – vibration noise will double**. The noise and vibration impacts are substantial and widespread throughout SE Florida. Citizens can attest to the lack of sleep from freights in the middle of the night and from the cracks in our walls from the vibrations. Doubling noise vibrations will double the damage.

With new tracks, existing freight and 32 additional passenger trains will run double the speed. Noise will increase dramatically. Unlike modern well-built railways that are below grade or elevated, all of the SE crossings are AT GRADE, spreading the noise at grade at 78 locations on the Treasure coast.

The already existing 18 trains of freight traffic now increasingly double-stacked and with considerably intensified noise and vibration already an issue. This number is projected to multiply substantially with the expansion of canal and Miami shipping. **A substantial increase of slow moving, burdensome freight traffic with the addition of 32 high speed passenger trains will paralyze South East Florida Coastal towns**. Even with so-called "quiet zones", the horns still sound.Train horns produce a sound level of 110 decibels (human conversation is about 60 decibels, with the sound level doubling at 10 decibel intervals)

European residents claim the noise of the HSR train engines is horrific, something that All Aboard Florida declines to comment on.Former Swiss resident Sebastian Schmid of Vero Beach had this to say about his experiences of living near a high speed train: "The noise of a high speed train approaching and passing at more than 110 miles per hour wakes up everybody sleeping and frightens children, elderly people and animals. In a way, it sounds like a jet plane passing at low altitude."

Further, All Aboard Florida will negatively impact those who have no recourse to move. The draft states on pages S-17 and S-17 that "Neither the E-W Corridor nor the N-S Corridor would result in residential displacement, job loss, or neighborhood fragmentation." In the Hobe Sound and Stuart area there are several businesses adjacent to the tracks that will suffer lost business and may even have to close entirely as a result of the dramatically increased rail traffic and its effects on the environment.

Further, the draft says there will be no "residential displacement" because of eminent domain. However, unlike some communities, residents of low income and minority neighborhood homes may not leave because they can't afford to move. In effect, they are not displaced, they are held hostage in an undesirable location and cannot escape the negative impacts of the All Aboard train service even if they want to.

The EIS also states on page S-17 that "mitigation would limit any changes in vibration along the N-S Corridor." This presumably refers to the "wheel and rail maintenance" that will diminish the expected doubling of vibration along the N-S Corridor. For minority and low-income people living close to the tracks your promise to alleviate this problem is not enough to justify All Aboard going forward.

Nothing is right about this project.

Sincerely,
William Mckenna

CEEJAY HECKENBERG
5 NE LAGOON ISLAND COURT
SEWALL'S POINT, FL 34996

John Winkle

October 31, 2014

Federal Railroad Administration

1200 New Jersey Avenue, S.E.

Room W 38 – 31

Washington D.C. 20590

Dear Mr. Winkle,

My husband and I live in Martin County, Florida. We chose this location because of the area natural beauty and access to enchanting rivers and waterways. Unlike Palm Beach and Broward counties, where we previously lived, our life here is quieter and much less stressful. We love our area and are very active in organizations with goals to preserve it.

All Aboard Florida, the proposed high speed train company, wants to run its many trains daily though Martin County, St. Lucie County, Indian River County, known in Eastern Florida as "The Treasure Coast" and these trains will ruin hundreds of miles of treasured natural beauty. They will raise noise pollution levels, raise stopped traffic levels at crossings and curtail boating activity at long-closed bridges. We understand that big cities must have these inconveniences because of their size but the people who live in these counties have deliberately chosen to buy property, make a living and raise their families here. All Aboard Florida is not a part of the serene picture the Treasure Coast represents.

Please STOP this plan for many high speed passenger and additional freight trains in this area.

Sincerely,

Ceejay & Jack Heckenberg

Ceejay and Jack Heckenberg

300 SW South River Drive, Apt. 102
Stuart, Florida 34997
November 8, 2014

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

Dear Mr. Winkle,

By this time, I know that I can't add any type of information regarding this project that you haven't already read or seen. I fear that the people of Florida's Treasure Coast have no power to stop this project. I've heard that construction on stations for the railroad has already begun. It sounds like your job is to oversee the the construction of the railroad and be sure that All Aboard Florida (AAF) adheres to all the technical aspects required. This would include the informational meetings held by AAF that the Federal Railroad Administration (FRA) approved.

My husband and I, along with 800 other people, attended the informational meeting that FRA required AAF to conduct. We realized soon after we walked in that the meeting was a mere formality. I actually overheard two AAF representatives who were shocked by the number of people in attendance attesting to this realization. Who approved this one-on-one format for such an important issue? At least for the first hour, the noise was ridiculous. When faced with the real concerns of people whose businesses and lives are immediately affected by this project, most of the representatives that I heard merely responded by reiterating verbally the information already presented visually on their informational boards and screens.

I was specifically upset by an AAF response to a resident who asked why AAF couldn't use the alternative route presented where tracks are already in place and don't run through the center of our beautiful coastline towns. His response was that AAF doesn't own the tracks so it would be too expensive a project for to undertake! AAF's promises to fix issues at hand are much like a politician vying for office. Look at those track records. How many of those promises have been broken? What is AAF's track record?

We are all concerned about what will happen to us and our communities when this project fails as other such projects have failed in the past. It's sad when history continues to repeat itself. It's sad that money talks so loudly that the people cannot be heard. I feel like the Indians must have felt when the white man took over their territories with the promise of a better way of life for them. And how did that turn out?

Please use your conscience and any power you may have to do the right thing to preserve the way of life for the people of Florida's Treasure Coast. It is not only a Florida treasure, it is a National Treasure.

Sincerely,

Linda Jenks

Linda Jenks

Judy Z. James
2818 SE Dune Drive Apt 2207
Stuart, FL 34996
772-334-2343

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue SW --- Room W38-31
Washington, DC 02590

Stop the Train

Gentlemen,

I'm strongly opposed to All Aboard Florida.

This proposal will adversely affect our community in several ways"

1. Traffic. Automobile across the many crossings in our area.
2. Boat traffic on our waterways because of the draw bridges,
3. Noise. No need for ~~low~~ horns at all times of the day and night to say nothing of the noise from the 100 MPH trains. This will impact not only the people close to the tracks but also those living in proximity of the trains.
4. Envirornenment.
   - Flooding due to raised track beds.
   - Shaking of earth around the tracks.
   - Endangered species as the trains pass through parks.

I feel strongly that the environment studies to date are flawed.

Please do not allow big money dictate wrecking our neighborhoods along the proposed right of way.

Very Truly Yours,

Judy Z James

Judy Z. James

William G. James, Jr.
2818 SE Dune Drive Apt 2207
Stuart, FL 34996
772-334-2343

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue SW --- Room W38-31
Washington, DC 02590

Stop the Train

Gentlemen,

I'm strongly opposed to All Aboard Florida.

This proposal will adversely affect our community in several ways"

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4. Environnenment.
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   - Endangered species as the trains pass through parks.

I feel strongly that the environment studies to date are flawed.

Please do not allow big money dictate wrecking our neighborhoods along the proposed right of way.

Very Truly Yours,

William G. James, Jr.

Dr Michael J Jackson
875 NW Flagler Avenue, Apt 401
Stuart, FL 34994

November 19, 2014

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

Dear Mr. Winkle:

I am a resident of The Harborage Yacht Club and Condominiums in Stuart, Florida. The Harborage Yacht Club and Condominiums are situated on the east side of the Florida East Coast Railroad (RR) Tracks between two crossings 3,000 feet apart between Fern Street and Alice Avenue. Our condominium buildings are a scant 79 feet from the tracks. We will be irreparably harmed by the All Aboard Florida (AAF) Intercity Passenger Rail Project unless current plans are amended to require realignment of the rail tracks west of I-95. If, as most Treasure Coast residents suspect, this proposal has already been rejected, the Federal Railroad Administration should require AAF to make all crossings within the City of Stuart safe and quiet.

I have examined the Draft Environmental Impact Study (DEIS) prepared for AAF and believe it falls far short in its analysis of Martin County and the City of Stuart.

I do not believe the DEIS adequately addresses our community's concerns with respect to crossing safety, noise pollution, train vibrations, emergency response times and disruption of marine navigation by the change in operations of a bascule bridge almost 100 years old. I believe DEIS understates the navigational use of the St. Lucie River under the RR bridge. Marine Traffic, exiting marinas, yacht builders, repair facilities, brokerages, and private docks were under counted.

The Stuart RR Bridge was built in 1920's. The track segment through downtown Stuart is the only segment within the project limits that will remain single tracked. The more than threefold increase in train whistle noise pollution and vibrations will adversely impact neighborhoods on each side of downtown Stuart. I believe the effect of increased bridge openings on automobile traffic delays are not fully addressed in DEIS

— the Report only evaluated traffic at two intersections, SE Monterey Road and Colorado/SE Dixie Highway. Fern Street, Alice Avenue and other crossings to the south of the City were not evaluated. On a recent Saturday morning, a freight train stopped across both the Fern Street and Alice Avenue crossings blocked access for over an hour.

The Harborage has 129 two and three bedroom condos and three offices, with residents of all ages. Delays in securing emergency services as both entrances are closed for trains measurably undermine our emergency response times; increased train whistles and vibrations will degrade our quality of life and make our property virtually unsaleable. AAF should move to and share the existing right of way that already offers passenger service to Orlando. At the very least, safety and quiet zones should be required for Fern Street and Alice Avenue. Federal highway sound barriers would be required for far less densely populated areas.

Last, there is no justification for a Federal loan guarantee for a project that will ultimately degrade this community and the Treasure Coast. If it is going to happen, let it be private money and private guarantees.

Thank you for your consideration.

Yours, sincerely,

Dr Michael J Jackson

Mrs. Jane Israel
4508 SE Peachwood Ter.
Stuart, Florida 34997
November 6, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. SE
Rm. W38-31
Washington, D. C. 20590

Regarding the proposed "All Aboard Florida", I feel that it's not just a case of NIMBY (Not In My Back Yard). It's more like NRTTMOMH (Not Right Through The Middle Of My House).

My husband and I moved here over nine years ago and we love the whole atmosphere of Stuart and the Treasure Coast. The waterways, the slow-growth efforts, the historical aspect and the people who live here are all part of what makes the area so unique. Even the current trains provide some degree of nostalgia. But 23 additional trains at higher speed would be an abomination. Just think of the safety hazards, emergency response delays and the noise. The tracks, as they are now, run right through towns dividing east from west. The beautiful rivers and waterways (we've worked so hard to maintain) that provide pleasure trips and livelihoods for residents here would be completely destroyed. People would not be so quick to relocate or even vacation on the Treasure Coast and the local economy would suffer greatly. The trains ADD NOTHING GOOD to Martin County and other communities on the Treasure Coast.

The railroad needs to be relocated to the west a few miles. There the economy is based on farms not tourism. It may cost more money - but maybe not. Do we really know? As an alternative, the entire Treasure Coast could be elevated, but that may cost even more.

Notice that I have not mentioned possible future additional freight trains and the Miami shipyard improvements and the Panama Canal widening. It's plain to everyone that All Aboard Florida is a foot in the door towards the more profitable freight activity.

Please don't ruin our quality of life on the Treasure Coast. We cannot build All Aboard Florida as it is presently proposed!

Very truly yours,

Mrs Jane Israel

Mrs. Jane Israel

All Aboard Florida Intercity Passenger Rail Project

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Comments:

It is bad planning to bring so many more trains S to N N to S on the existing tracks. It divides the small towns. It is dangerous because of the population in the area. It causes havic for boaters - who vacation here... and for all boaters living here. It is terrible for emergency vehicles -

Money seems to be the bottom line. ~~Strike~~ Strike a deal with the rail company that has the route in the middle - less populated area of the State.

Please

Someone pay attention - please

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

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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	Karol S. Hufnagel
Address	825 SE St. Lucie Blvd Stuart, FL 34996
email	Please provide your email address if you would like to receive notification when the FEIS is available

November 12, 2014

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

Dear Mr. Winkle:

We are very strongly opposed to the plan to expand the rail traffic along the East Coast of Florida – AAF and FECI. This AAF project is very ill conceived in that the proposed tracks/rail traffic will run right through numerous, gorgeous seaside towns and housing areas causing vehicle and marine traffic to be delayed – too often with potential life threatening consequences. Property values will plummet due to the noise, vibration and congestion. The impact on precious coastal habitats for wildlife and plants will be devastating and not in the nation's best long-term interests.

In general, we very much support increased use of trains for both passenger and industrial purposes. We would warmly welcome a train system that ran through the less populated, more central part of Florida – even with the hopes that it could eventually extend all the way north to New England. Having just returned from Europe where we used numerous trains we understand the merits of well designed, soundly financed, and community supported systems – AAF is none of the above!

Please, please do every thing in your power to stop the plans to build this train along the East coast of Florida.

Thank you sincerely,

Martha Hutchinson

Martha Hutchinson

Marshall E. Kadin
6285 SE Oakmont Place
Stuart, FL 34997

By Certified Mail and email
4900 SE Hanson Circle
Stuart, FL 34997

November 17, 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) and Section 4(f) Evaluation, Intercity Passenger Rail Project, between Orlando and Miami, Florida, September 2014

Dear Mr. Winkle:

Country Club Cove, a community within the Miles Grant development off Cove Road, in Stuart, Florida is a community of fifty homes. If the All Aboard Florida ("AAF") project is allowed to proceed, this community will receive direct negative impacts from the proposed passenger rail project. The proposed All Aboard Florida high speed rail is a major threat to the existing character and quality of life in our community.

Our community is already experiencing noise and vibration impacts, and traffic delays crossing the existing single train track, from the existing Florida East Coast Railway freight train operations. There is an assisted living facility, Salerno Bay Manor, located even closer to the railroad tracks than our community.

Our review of the subject DEIS has found it to be severely deficient and flawed, as described in our enclosed comments. The AAF DEIS must be revised to address point-by-point each of the itemized concerns expressed in our comments. It is important that the additional data required to support the findings in the DEIS, as described in our comments, are collected in order to correctly evaluate the project impacts.

The substantial revisions required to the DEIS cannot be met by attaching errata data sheets to the DEIS, but will require a rewriting of the DEIS, and a second round of public review.

If you have any questions regarding our comments, we can be reached via phone at 772-266-8896, or by e-mail at tom_hudon@verizon.net.

Regards,

Thomas J. Hudon Karen M. Hudon
On behalf of the Country Club Cove Homeowners Association

Enclosure: Country Club Cove Homeowners Association Comments on the subject DEIS
9 pages plus two signature pages

cc: Representative Patrick Murphy, U.S. House of Representatives (with enclosure)
Columnist Eve Samples, Scripps Treasure Coast Newspapers (with enclosure)

Public Comment to Draft Environmental Impact Statement for the AAF Project

My response to the All Aboard Florida DEIS is limited to the subject of public safety at crossings and along the track. The DEIS ignores the results of the **FRA On-Site Engineering Field Reports**, dated March 20 and September 23, 2014. Those reports say clearly that FRA themselves see major safety concerns with the AAF plan. AAF has resisted and for the most part refused to accept those minimum basic FRA mitigation features. Let me explain why I think even those recommendations are not sufficient considering the unique safety risk.

I will present a summary of all operational US HSR compared to the AAF plan in Table 1. I will present a detailed analysis of FEC accident data extracted from the FRA database in Tables 2 through 6. FEC freight operations have a substantial history of excessive crossing and trespasser accidents. I believe that the increase of 370% and more in numbers of trains in 2016, significant planned freight growth well into the future, the doubling and tripling of train speeds at crossings, 110 MPH HSR, higher speed freight, the combination of freight and HSR on the same tracks at the same time, population density and the extremely large numbers of at-grade crossings in the entire corridor between Miami and Cocoa combine to create a significant increase in the potential for highway crossing and "trespasser" injuries and deaths. As shown in Table 1, no current HSR in the US is comparable in terms of cumulative risk factors. I believe that the AAF plan is completely unprecedented in introducing new, severe and compounded threats that create by totality significant potential to cause grave harm to the general public along the entire AAF route. Considering all rail accidents in the State of Florida for the past 10 years, the entire FEC corridor is responsible for 26% of all incidents, 32% of all highway/rail deaths, and 50% of all trespasser deaths not at crossings. Accident data taken from official FRA database 1.12.

The subject of safety of the general public is inadequately addressed, in fact nearly ignored, in the DEIS. Furthermore, very limited and casual unsubstantiated conclusions relative to public safety are presented.

"The Project would have an overall beneficial effect on public health, safety and security in the rail corridor. While greater frequency of trains may increase the frequency of opportunities for conflict between trains and vehicles or people, safety improvements at crossings, an upgraded Positive Train Control system, enhanced security and improved communications among emergency responders would minimize potential conflicts and their consequences. The benefits resulting from decreased congestion and the potential for fewer vehicular crashes and fewer air emissions indicate that there will be no significant negative impacts on public health and safety." AND AGAIN: *"The Project would result in enhancing public safety with improvements to grade crossing signal equipment for vehicular and pedestrian traffic. Also, the benefits resulting from decreased congestion and the potential for fewer vehicular crashes and fewer air emissions indicate that there will be no significant negative impacts on public health and safety."*

None of those items with the exception of "safety improvements at crossings" has very much to do with preventing crossing accidents and nothing to do with trespasser accidents. Positive Train Control is still being developed, is not widely used, is a complex electronic system susceptible to communications/ system/sensor errors, and any use in improving **public safety** has not been defined in the DEIS or widely utilized in current rail operations. The primary intent of PTC as mandated is to protect trains from rail line operational errors, not crossing accidents. Please describe how PTC will fully stop a 100 MPH train automatically if a gate is not down or a vehicle is trapped or finds it's way onto the track after a gate closes. Please provide examples of successful testing and implementation of that crossing safety system in a similar environment. Crossing safety improvements are not defined, explained or committed by name in the DEIS. Enhanced security and improved communications among emergency responders will not reduce typical highway and trespasser incidents. Vehicle congestion periods will actually increase because of 32 more high speed trains at 349 local crossings plus up to 26 freight trains in 2016, resulting in nearly 4x in numbers of highway crossings. The entire subject of trespasser risks is totally ignored even though it has been called "epidemic" in South Florida by the FRA.

There is no technical analysis or comparative rail experience presented to support "no significant negative impact." In fact, the only significant operational higher speed rail service in the US is Acela. Acela is vastly different and has proven nearly accident free over 456 miles of operation because of the nearly complete lack of at-grade crossings. Furthermore, Acela track conditions and environment in its high speed areas are totally unrepresentative of the AAF project between West Palm Beach and Cocoa. Acela never travels at speeds greater that 60 MPH at any of their 11 at-grade crossings or through the centers of cities and towns or areas of high population density. Acela does not compete with slow freight trains on the same tracks at the same time. Therefore, no Acela experience can be used to validate that this project will improve safety due to 32 more trains at double to triple current speeds plus growing numbers of freight trains in the AAF corridor.

The DEIS presents extremely brief unsubstantiated conclusions regarding safety in sections 4.4.4 and 5.4.4 together with data in Tables 4.4.4-1 and 4.4.4-2. Regarding those data tables, only a short period of 5 years is

considered. That is much too short a span of time to be statistically significant. Furthermore, data provided in Table 4.4.4-1 ignores the 2 southern counties of the corridor. Since the vast majority of accidents occur in the South Florida counties, and since the DEIS is intended to cover the entire corridor from Miami to Orlando, that omission presents an inaccurate picture of current accident rates on the entire AAF corridor. I have conducted a detailed search of the FRA accident database using searchable database 1.12 for the entire FEC route, database 5.15 for crossing incidents and database 2.07 for non-crossing events. With respect especially to Table 4.4.4-2, there are serious inaccuracies with the DEIS data for trespasser fatalities. The following tables document the results of my FRA accident search covering a 15-year period 1999 to 2013 for the entire AAF route. I have attempted to remove any incidents not located on the AAF corridor from Miami to Rt. 528 in Cocoa.

Table 2) All crossing incidents including vehicles, bicycles and pedestrians	**235 events**
Table 3) All crossing fatalities including vehicles, bicycles and pedestrians	**50 deaths**
Table 4) All crossing injuries including vehicles, bicycles and pedestrians	**70 injuries**
Table 5) All trespasser fatalities not at crossings	**171 deaths**
Table 6) All trespasser injuries not at crossings	**85 injuries**

I believe that using 15 years of data is far more statistically relevant than using 5 years. I have provided this data in order to substantiate that the accident statistics presented in the DEIS are woefully short and shallow and in some cases grossly inaccurate in defining accident risk relative to current demonstrated FEC freight experience along the AAF corridor.

I have compiled the following 20 specific rebuttal points, which have not been addressed in the DEIS. I believe these points when considered in their totality demonstrate why the AAF corridor creates a much higher safety risk to the public than currently exists. **I submit that these points and comparisons warrant much greater investigation, substantiation, engineering risk-based analysis and mitigation by design features and operational limitations.** I further submit that the combination of 14 increasing to 20 double length freight trains (26 on Wednesdays, probably many more after 2016) plus 32 110 MPH passenger trains in the AAF plan over about 120 miles combined with 1.2 at-grade crossings per mile, is entirely beyond anything that exists today or will exist in 2016 and beyond in similar US high speed passenger rail. It is a step too far over the safety cliff.

1) **The Florida coastal zone of the AAF corridor spans a total distance of 195 miles and contains 349 at-grade crossings between Miami and Cocoa**. That is 1.8 crossings per mile on the entire route. It is unique relative to population density, urban development and numbers of at-grade crossings compared to any high-speed rail line in the US. There are about 206 crossings in the 79 MPH section, which covers approximately 75 miles in South Florida. That is 2.75 crossings per mile. There are about 143 crossings in the 110 MPH section, which covers approximately 120 miles. That is 1.2 crossings per mile in the high-speed corridor.

2) **The continuous heavily developed urban coastal megalopolis creates a UNIQUE risk**. The Flagler rail line along the East Coast of Florida was built 135 years ago when Florida was very sparsely populated with a completely undeveloped landscape, and there were NO automobiles. Much has changed with growth, and about 6 million people now live in the continuous narrow urban coastal strip between Miami and Cocoa. The rail line now runs directly through the very centers of business and population and within several miles of the ocean, our most valued asset and tourist attraction. Densely populated urban cities and towns have been grown very close to the tracks, as have schools, recreational facilities, condominiums and gated communities packed with retirement homes. The population is heavily skewed toward senior citizens that seek only the safe, secure and peaceful enjoyment of their homes for their remaining lives. They are not mentally and physically well equipped to deal safely with and more 52 trains, of which 32 are barreling through their communities and their many road crossings at speeds near 79 or 110 MPH. Likewise, our many tourists are not familiar with such extreme rail operations. The DEIS statement that our environment in the high speed zone is rural is simply not true.

3) **Numbers of at-grade crossings is the primary risk**. As shown in Table 1, I have not found any comparable HSR operations which demonstrate that it is safe to operate a nearly 120-mile urban 110 MPH high-speed rail corridor with 143 at-grade crossings mixed with 20 or more freight trains at the same time on the same tracks. Certainly not using Acela experience. Acela has only 11 at-grade crossings, train speeds are under 60 MPH at those crossings and there is no co-mingled freight during the times Acela operates. Even so, there was ONE isolated Acela accident not in the high speed segment that killed 3 people, and that crossing fully complied with FRA sealed corridor criteria. The conclusion is that accidents happen in spite of quad gates and sealed

corridors. The PLAN for 110 MPH service in Illinois might be cited as similar, however major differences exist. First and foremost is a VERY rural farm land environment. In the current 15 mile section there are about 10 crossings over country roads. There are only around 5 freight trains and 13 total trains. In the 180 mile future corridor on that route there are 137 public at-grade crossings, nearly ½ the number per mile as on AAF, and that development is years away from extended 110 MPH service. The AAF plan will put our Florida coastal corridor first in the nation to conduct such a large experiment combining high volume daytime and evening freight and high volume 110 MPH passenger trains plus 143 grade crossings for approximately 120 continuous miles.

4) **Consider the dissimilarity of the AAF plan to all current operational experience with HSR in the US as shown in Table 1.** There are 11 Federally designated High Speed Rail Corridors. Of the 11, only 4 have advanced beyond a study phase, including Acela and Keystone. The remaining 7 are a dream, many years away from completion. Three of the four current high-speed rail corridors in the US are operating between 79 and 110 MPH over very short segments. Except for Acela none have 32 trains per day, the actual passenger train trips in the 2 corridors other than Acela and Keystone is 8 or less HSR trains per day. Nor do they operate over densely populated urban areas. The average speeds in 2013 of the 2 partial corridors, Illinois/ Indiana/ Michigan and New York, were between 47 MPH and 56 MPH. Operation at up to 110 MPH in the Midwest Corridor is limited to short segments in Illinois, Indiana and Michigan, specifically 15 miles between Pontiac and Dwight Illinois with only 6 trains per day, and 80 miles of dedicated passenger rail track between Kalamazoo Michigan and Porter Indiana with a total of only 8 trains per day and no freight. In New York State, a small portion of the Empire Corridor of 67 miles in a rural area along the river between Poughkeepsie and south of Albany runs at 110 MPH, but there are no freight operations on that section and only 10 dead-end river access road crossings. The Keystone east corridor between Philadelphia and Harrisburg has a 20-mile section allowing 110 MPH, but the Keystone east operates at an average speed of 64 MPH. On that corridor all at-grade crossings have been eliminated and there are no significant concurrent freight operations in the high-speed section. In conclusion, the only significant experience with HSR in the US is Acela which has all grade-separated crossings in high speed zones and no concurrent freight trains.

5) **Compare the number of at-grade crossings on a nearly identical South Florida rail line**. SFRTA operates 50 Tri-Rail trains per day at speeds up to 79 MPH over about 70 miles between Miami and West Palm Beach. However Tri-Rail has only about 50 at-grade crossings, compared to over 200 for AAF. So, over the same basic geographical route, AAF has 400% more at-grade crossings, 400% more crossing closures, and 400% more opportunities for accidents.

6) **Mixing Freight and high-speed passenger rail produces an increased risk for safety.** Freight track sharing occurs in many corridors, however not for 110 MPH speeds. In the Northeast and Keystone Corridors freight is limited to a very few per day, most on separate tracks or running at night over short sections. There is currently no similar experience comparable to the AAF plan in 2016 for 20 to 26 freight (Table 3.3-1) combined with 32 110 MPH, with 10 or more of the freight sharing the same tracks at the same time. One recent study for mixing freight and high-speed passenger rail in the Pacific Northwest resulted in rejection of 110 MPH speeds. Specifically, based upon objections from Union Pacific Railroad regarding safety and service limitations, both Washington and Oregon will limit any passenger trains to 79 MPH. Furthermore, in the Empire Corridor CSX Railroad is vigorously opposing HSR expansion for safety and congestion reasons, even though in that corridor there are 4 tracks and freight is totally separated from passenger rail operations. Apparently they think even being next to a separate 110 MPH track is a safety issue. Many railroads including Union Pacific, CSX, Norfolk Southern, BSNF and in the past ConRail all have fought to severely limit HSR on their tracks. Some have set standards that define speed and separation requirements or effectively block HSR all together. Obviously FEC cannot interfere with AAF because they are both owned by Fortress, so in the AAF corridor the public has no unbiased entity speaking for the safety of mixing FEC freight with HSR. In fact, by corporate agreement, AAF has the right to take over operational control of FEC freight if their schedule is delayed. Several credible studies concluded that shared corridor multiple track crossings, when adding new HSR, will increase collision rates (Auston & Carson, 2002; Faghri & Demetski, 1986; and Ogden & Korve Engineering, 2007). Those same studies showed that shared track operation creates an additional risk of experiencing secondary collisions.

7) **Hazmat operations further increase the risk with freight and high-speed passenger trains on the same track at the same time**. At times FEC will carry various hazardous materials, including asphalt, propane, ethanol and industrial products. This adds more risk to public and passenger safety as 110 MPH trains fly by stopped or slow moving very long freight trains especially at crossings, bridges and sidings.

8) **Speed at crossings is a major risk factor**. The FEC freight line currently runs at average speeds of between 23 and 33 MPH (Table 5.1.3-1). The average train speed at crossings in the 4 northern counties is 28.5 MPH (Table 4.1.2-4). Crossing speeds will increase with AAF trains to over 100 MPH (Table 3.3-9) in Indian

River County, and over 90 MPH in St. Lucie and Brevard Counties. That is an over 300% increase in the train speeds at our crossings. Increased speed is known to increase crossing accident rates. Triple train speeds at crossings creates a very big safety risk. Freight train speeds will nearly double further compromising safety.

9) **FEC freight operations does not have a stellar public safety record**. The safety record of low speed FEC freight operations has drawn specific attention from FRA. In the past 15 years in the AAF corridor there have been 235 crossing incidents, with 50 fatalities and 70 serious injuries. In addition there have been 171 trespasser fatalities and 85 injuries. FRA has cited Florida for excessive rail crossing and trespasser accident rates. Florida is always near the top of the 10 worst states for crossing and trespasser accidents. Clearly at-grade road crossings in densely populated areas cause accidents. Clearly train tracks through densely populated areas promote trespasser fatalities. Clearly our corridor has demonstrated long term safety risks with just 14 slow trains.

10) **Total numbers of trains is a major risk factor**. Let me quantify the opportunity for a crossing accident with AAF. Today we have 14 freight trains (Table 3.3-1) and 349 crossings. That is 4886 gate closures per day, 2443 during peak hours. With AAF there will be over 52 combined trains on AVERAGE and, assuming 10 crossings are closed, there will be 339 at-grade crossings. That is 17628 gate closures per day. If 42 are in peak hours, that is 14238. Please provide substantiation for the DEIS conclusion that UNDEFINED crossing improvements will improve safety considering an average 360% (580% during peak hours) increase in highway crossings. It is certainly not an obvious outcome and requires evidence to substantiate such a large leap of faith and optimism. I believe that by adding 32 AAF trains shared with 20 and more freight trains at higher speeds we will certainly experience an increase in incidents, injuries and deaths, both for road crossings and for trespassers. That is true in the 110 MPH zone, as well as in the 79 MPH zone where sealed corridor does not apply.

11) **Numbers of FEC trains will continue to grow rapidly**. Regarding freight expansion, the DEIS states that by 2019 freight will increase to an average of 22 per day (Table 5.1.2-4), and says the growth is 3% per year. I believe that is a VERY low and unrealistic projection. According to a recent FEC freight operations presentation by Robert Hatfield, the Port of Miami cargo will double in the next 10 years. How much beyond that? Then add Port Everglades growth to that projection. There is documented potential for around 10% per year freight growth for a very long time into the future. Several FEC and Florida trade presentations indicate that FEC intends to capture much of that additional freight. The EIS should use the worst case intentions of FEC for freight traffic growth over a period of 25 years, not understated 2016 or 2019 estimates. Regarding passenger rail expansion, in the FRA On-Site Engineering Field Report, Part 1, dated March 20, 2014, Mr. Frey states that the rail traffic in South Florida will increase by 74 additional trains due to the future inclusion of Tri-Rail Commuter service on the AAF track. So, in a route Miami to Jupiter it is predicted using FRA and AAF information that there will be 32 AAF express trains, plus 22 (and more and more) FEC freight trains and 74 Tri-Rail on the same tracks with well over 200 at-grade crossings. A reasonable question seems to be how many trains can they ultimately pack onto this coastal rail corridor? Perhaps 128 from these published sources. But wait, AAF has publicly discussed adding 32 more of their own commuter rail trains in addition to the Orlando Express. This is a quote from a 2014 published source: "A presentation made at a recent meeting of the South Florida Regional Transportation Authority reveals that All Aboard Florida wants the right to build six stations in South Florida, along with 64 trains per day running every 30 minutes (with the possibility of trains running even more frequently)." This is not speculation; this is a plan revealed in public. When does the expansion of FEC rail reach a point of irrationality? How about safety? How about public disruption? The DEIS speaks of none of these likely future growth plans. AAF knows what expansion plans are possible; they are being concealed so as to drip feed the public on planned major expansion of our coastal rail. I believe the EIS should address all POSSIBLE planned rail growth scenarios on this corridor and the safety effects that look forward at least 25 years. If the plans are not firm, then discuss the several alternatives. Please address in the EIS the public safety implications of over 100 trains per day between Miami and Jupiter, and freight growth using the FEC information that doubles freight in 10 years.

12) **The Sealed Corridor will help but not eliminate the risk**. For the portion between 30th St in West Palm Beach and Cocoa it is intended to offset the increased crossing risks. Sealed corridor is not widely used, therefore not providing sufficient comparative experience with 110 MPH rail in our unique urban environment. Furthermore, those safety features are not being incorporated in the South Florida segment, which has 206 crossings in about 75 miles. That is an incomparable 2.75 crossings per mile, surely unique for 79 MPH operations. The sealed corridor approach to safety mitigation has not been proven by operating experience in such an extreme environment, and will never be as safe as separated crossings. The sealed corridor criteria is the FRA's economically justified compromise based on their best technical ideas, accepted solely to save railroads money by avoiding grade separation, while encouraging a political agenda to push rail speeds to the maximum possible extent on existing freight rail lines. That may work in rural areas such as North Carolina, Michigan, Illinois, Indiana, or northern New York. The problem lies in our unique urban megalopolis. As an

example, the plan is for two AAF trains to pass each other at closing speed of over 200 MPH in downtown Vero Beach at the Aviation Boulevard crossing. No rationalization and theory and no sealed corridor will convince me that is safe either for bystanders, highway users or for train passengers. At 110 MPH the horn warning time is around 8 seconds, clearly not enough time for even a physically fit person (especially a senior) to react to an oncoming train, let alone two passing trains. Gate closings will occur well before a train is visible, somewhere around a mile away. If you are trapped on the track you will likely not see or hear the trains before it is too late to act. What safety feature will stop those trains in time? Is it REALLY Positive Train Control? I cannot believe without detailed engineering explanation that PTC will automatically emergency stop a 100 MPH train or even a 79 MPH train or even a 60 MPH passenger or freight train if it senses a crossing anomaly. Please explain in the final EIS how that works. If it will, please conduct a failure mode and effects analysis and system level failure rate/probability analysis for PTC reliability in protecting crossings and stopping trains automatically.

13) **Time of day is a risk factor**. Currently the 14 FEC freight trains are about equally split day and night. That will increase to 20 and more after 2016. If half run at night, then we will have an average increase from 7 to 42 crossing closures during the peak travel times for motorists. That will result in an increase of prime time closures from about one every 1.7 hours to about 3.5 per hour, or nearly 600%. That will significantly increase public exposure to crossing and trespasser accident risks during the daytime and evening hours.

14**) Risk of catastrophic damage and derailments is potentially much higher**. The significant increase in speed relative to current freight traffic will generally increase the destructive severity of accidents and risk of derailments. The kinetic energy of a train at 110 MPH compared to a slower train with equal mass is proportional to the SQUARE of the velocity. If our current freight crossing speed is 28.5 MPH, then due to velocity alone we have 15 times more energy released in a crossing accident. $E=1/2mv^2$. The mass will be less, but most often not 30 times less, and the speed factor will usually dominate the potential destructive power and risk of derailment. The actual energy will vary greatly depending on whether the freight cars are loaded or empty. For a fully loaded rock train, the difference in energy may be similar. If the freight train is empty the energy difference will be much greater. However in any moderate impact light passenger cars will always be more likely to derail and fly further compared to loaded freight cars. So passenger trains will on both counts have a greater likelihood of derailment. What safety features will contain derailing 110 MPH trains?

15**) Safety mitigation improvements at crossings have not been identified**. Statements are made that safety will be enhanced by crossing safety improvements, but they are never described. Furthermore, in Section 7, Mitigation Measures and Project Commitments, there is no mention of the subject of safety and **no crossing safety mitigation plan or commitment presented**. At a minimum, AAF should define exactly what all of the safety improvements are and quantify by real experience in a similar environment the efficiency of those devices to mitigate the crossing safety risks resulting from an increase in trains from 14 to 52 or more and the tripling of speeds at crossings. The DEIS never addresses the subject of safety improvements not at crossings. There is no mitigation for that problem anywhere.

16) **The issue of delay to emergency responders is ignored**. The problem is that "seconds save lives". DEIS analysis in section 5.1.2 is gibberish, as is the LOS/ICU methodology at 10 crossings which is no less than technical nonsense. Keep it simple, look at 32 more AAF trains and 20 double length (8150 ft) freight trains in 2016. At 50 MPH for freight an additional 4400 ft length is one minute, so 14 trains adds nearly 15 minutes. Adding 6 freight trains adds another 15 minutes. Adding 32 AAF trains per day with a 51 second delay each adds nearly another 30 minutes to crossing shutdown times. Around an hour per day is a huge increase in crossing closures, especially when most of the delays occur during peak day and evening hours. Since when is an increase of 400% (20 minutes now for 14 trains to 80 minutes for 52 trains per day) "not significant"? How about an increase from 10 minutes now to 55 minutes during peak hours which is an increase of 550%? Of course, that assumes no trains ever stop and block crossings (but they do). It just gets worse with freight growth. By the understated 10 crossing LOS analysis, delay time in the peak hour increases up to 7.5 minutes.

17) **There is a credibility/experience problem**. No passenger rail operator other than Amtrak currently operates HSR. AAF is a start up company with ZERO rail operational experience and a totally profit motivated culture. AAF claim credit for extensive and excellent FEC experience but in reality FEC crossing and trespasser safety is NOT excellent. AAF is a totally separate company isolated from the FEC Railroad by corporate structure. So suddenly with no train operating experience or established credibility AAF is going to be the first US private railroad to run from 79 MPH up to 110 MPH through the centers of our megalopolis safely? The fact is Amtrak has credible railroad experience and AAF does not. In fact, AAF has the right to take over full operational control of the 195 mile FEC line. I am not worried about those hired to operate the trains. I am worried about management culture and the sole objective of 3 hours to Orlando or bust mentality.

18) **The EIS has ignored the safety recommendations of Part 1 and Part 2 FRA On-Site Engineering Field Reports**, dated March 20 and September 23, 2014. Both reports reveal serious safety deficiencies which are never addressed in the DEIS. Part 2 of the report indicates that even if the Part 1 sealed corridor guidelines, pedestrian gates, vehicle presence detection and trespasser barriers are installed, there remain serious safety concerns with this project. The Part 2 report documents a number of specific concerns, which could result in more accidents and especially vehicle entrapment on crossings. At least 7 safety recommendations are noted, including pedestrian gates, fencing or channelization, vehicle presence detection, traffic signal preemption, remote health monitoring of gates, monitoring of preemption and on-going monitoring and review of crossings with preemption. Mr. Frey requested a detailed and comprehensive consultant's study of preemption. In the report, he states: "it is recommended that a thorough evaluation be made of the Preemption needs to determine whether Simultaneous or Advanced Preemption is required at each grade crossing location along the entire AAF service route (Miami through Cocoa). FRA also recommends that an independent consulting firm with extensive expertise in the field of Preemption be part of the assessment in all of the Preempted grade crossing locations. The consultant should have expertise in both traffic signal design and operation, as well as grade crossing signal design and operation. The consultant must also be knowledgeable in the evolving changes to both the MUTCD, and the AREMA Communication & Signal Manual of Recommended Practice." This aspect alone is a VERY serious risk to public safety created solely by this project, however AAF executives have completely rejected that recommendation in public comments. In fact, AAF executives have NEVER committed to any of the Part 1 & 2 recommendations. The issue of traffic signal coordination and preemption is a serious and unusual risk in the AAF corridor due to the 349 at-grade crossings, many of which are located within 50 to 100 feet of major traffic intersections and major roadways. A few literally cross directly through highway intersections. Is it true as AAF executives have said many times, they are not required to comply with FRA's findings? So no authority can enforce FRA crossing safety recommendations and the public has no recourse?

19) **In several other HSR corridors, FRA has conducted very detailed risk analysis, and very specific hazard and safety evaluations for high-speed rail corridor proposals**. Two specific examples were the Empire High Speed Rail Corridor in 2000 (proposed), and the San Joaquin High Speed Rail Corridor in 2006 (proposed). That has not been done for the AAF corridor, which is higher risk and more real than those. One North Carolina study is specific to sealed corridor, but the landscape in NC is incomparable to the urban environment or operation within the AAF 195-mile corridor. Such analysis should utilize the best methodology and ideas such as those contained in a definitive report on the safety aspects and risks of mixed freight and high-speed passenger rail. That report, Highway-Rail Grade Crossing Challenges for Shared Operations of High-Speed Passenger and Heavy Freight Rail in the US, by Chadwick, Zhou, and Saat dated March 12, 2014, should be used for evaluation of the safety risks and the effect of safety improvements, for the AAF project.

20) **AAF should be required to publish for public inspection their design criteria, safety considerations and regulatory compliance documents for their upgrades to the FEC corridor**. Surely no competent engineering organization would undertake such a major rail upgrade program without such design manuals, engineering specifications, and regulatory compliance reports. One detailed example of a comprehensive design standards document for HSR is the California High –Speed Train System Technical Memorandum TM 2.1.7 prepared by Parsons Brinkerhoff. This document addresses the hazards and mitigation for rolling stock and vehicle intrusion protection for HSR and adjacent transportation systems. Is AAF considering the mitigation of dangers created by close operation of 110 MPH passenger trains with adjacent freight trains, motor vehicles and public/private infrastructure discussed at length in this document? In the final EIS, please explain the role of FRA and FDOT in design, inspection and operations of AAF and clarify what agency is responsible for ensuring public safety in design features (especially crossings) and operational oversight. Please provide the AAF regulatory checklist and method of compliance to Federal and State laws and guidelines.

I have made a serious attempt to point out deficiencies in the DEIS and specific problems which create added threats to public safety. I have provided documentation where practical. I have suggested specific actions to address these concerns. My first reaction to the AAF plan in early 2014 was one of disbelief. I felt frankly that such an idea was insane, the safety and disruption aspects being obvious to any reasonable person. However my first response as an engineer (with 34 years of commercial aviation experience) was to look for examples of similar operating systems and their histories. As Table 1 shows, I can find no such similarity and very limited overall experience. That is why from an engineering viewpoint I am gravely concerned. I believe that it is reasonable to expect in the final EIS a much more detailed engineering analysis of the safety issues, disclosure of engineering and regulatory documentation and detailed descriptions of the safety features planned with evidence justifying why they will be effective on the AAF route. As written, the DEIS is very little more than an unsubstantiated assertion based on hope, dreams and false assurances; lacking any technical or engineering information and analysis regarding crossings. It is outdated and incomplete and has numerous inconsistencies. Please address the FRA safety findings, realistic future rail growth plans and these specific safety concerns.

Conclusion:

The minimum acceptable mitigation effort that must be required of AAF is 100% compliance with every FRA safety finding in both of their project field reports (item #18). The DEIS has under reported the current accident safety record of the existing FEC corridor in the complete 195-mile AAF zone. There is increased safety risk because of extremely large numbers of at-grade crossings, high population density, extraordinarily large number of high speed AAF trains, increasing numbers of double length freight trains far into the future, freight on the same tracks at the same time as passenger trains, and a very large increase in all train speeds. The DEIS has not presented either current similar operational experience, adequate detailed safety analyses, design mitigation features or any other substantiation to validate that the general population between Miami and West Palm Beach with 79 MPH trains, or the general population between West Palm Beach and Cocoa with 110 MPH trains, will not experience a significant increase in crossing and trespassing accidents, injuries and fatalities due to implementation of AAF. Those corridors are simply not suitable for such high speed operations. The fact is that the only comparable current operational experience is Acela. **Therefore AAF should be restricted to speeds below 60-MPH at all 349 at-grade crossings in order to operate within Acela current experience**. Citizens on the Treasure and Space Coasts should not be the first subjected to a HSR experiment on the tradeoff between a very speculative economic benefit to an investment management fund compared to reduced safety of the general population. There is simply no current credible comparable operating experience to justify that AAF will not create a significantly increased risk to public safety. The safety concerns have been well documented by Mr. Frey in two reports. The report recommendations are FRA's best tools to PARTIALLY mitigate a risk that should not be created in the first place. The FEC rail corridor is a historical artifact of the 19th century and is not and will never be a true economically viable high-speed rail corridor. It is a compromise with serious safety implications which have not been addressed in this DEIS. **Furthermore, to complete the EIS, AAF should conduct extensive scientific safety, hazard and risk analysis commensurate with the inherent risk produced by our unique urban environment, and should produce and release that information to the public. AAF MUST respond in the final EIS to every recommendation made in the FRA On-Site Engineering Field Reports Part 1 and 2 with details on how they will comply.** From a "reasonableness perspective" such a rail system in our unique urban environment should only be allowed if crossings are grade separated. That was the conclusion from several previous studies of economically viable high-speed rail between Miami and Orlando. The AAF plan is far in excess of any current operating experience for high(er) speed rail in the US. I doubt FRA would be comfortable with the safety aspect of 1.2 at-grade crossings per mile in the AMTRAK ACELA corridor. Why should the citizens of the Treasure and Space Coasts expect any less?

Recommendation:

Please consider with care the long list of concerns of the people directly affected on the Treasure and Space Coasts of Florida who have all negative consequences, all the safety risks and no benefit from the AAF plan. If AAF really believe they have a wonderful business case going to Orlando, go west, and support financing of a real 150 MPH + bullet train for the future, not a band-aide short term upgrade of a 135 year old relic that has been overtaken by the development and growth that was it's original reason to exist. That is what all of the many past Florida studies of economically viable HSR to Orlando concluded. The FEC line was always considered the poorest choice due to speed limitations and at-grade crossings. Use the turnpike route. Do it right, this AAF plan is the wrong choice which compromises public safety along their 195 mile route too much for extremely SPECULATIVE corporate gains. It is no secret that the motive here to support Federal funding is the political agenda to slam 110 MPH operations, and even up to 124 MPH, into existing freight rail lines with minimum cost. That is a short sighted wasteful compromise both because of economically viable high speed rail speed limitations, and for long term public and freight train shared track safety in our unique megalopolis. Study after study has shown that HSR economic benefit starts with bullet train type speeds, not semi-higher speeds on freight tracks. The history and results using that model have been very poor. In over 10 years of pushing that agenda with freight shared HSR, the only small progress has been 15 miles in Illinois. By any measure that is a failure. Meanwhile we have fallen far behind the entire world in development of HSR. AAF is a plan that has not made any honest effort to proactively mitigate public safety concerns, and it is too dangerous for citizens of Florida. That is exactly what FRA themselves said in their two part engineering field report.

Thank you for considering and addressing these specific points in order to validate the AAF assertion that their project will IMPROVE or at least NOT NEGATIVELY IMPACT public safety (highway and trespasser) as stated in the DEIS.

Jeffrey Ream
6570 Caicos Ct
Vero Beach, FL 32967

November 17, 2014

Table 1--Summary of Current 110 MPH Rail Operations in the US

Corridor	Operator	Number	Freight	Crossings	Length	Development	Track
Northeast	Amtrak	16 to 32	None (3)(6)	None	Segments(2)	Urban	2 to 6
Keystone	Amtrak	26	None (3)(6)	None	20 Miles	Rural	2
Empire	Amtrak	25	None (7)	10 (8)	67 Miles (5)	Rural	2
Wolverine	Amtrak	6	None (6)	49	80 Miles	Rural	1
Blue Water	Amtrak	2	None (6)	49	80 Miles	Rural	1
Lincoln	Amtrak	6	5 (4)	10	15 Miles (1)	Very Rural	1
And Then There Is AAF:							
FEC	AAF	32	20+	143	120 Miles	Urban	2

NOTES:

1) Expansion planned in 2015 to 2017 timeframe may increase to 180 miles with 137 public grade crossings

2) Significant segments between Washington and Newark, and east of New Haven to Boston (28 miles up to 150 MPH)

3) Almost no freight runs concurrent with Amtrak operations, a very few freight run at night over very short distances

4) 5 Union Pacific freight plus 2 Amtrak Texas Eagle passenger, total 13 trains per day. Information on freight trains taken from IDOT Environmental Assessment dated April 2011

5) Future planning for expansion of HSR on separate track in CSX ROW west of Albany being contested by CSX

6) Amtrak owned ROW. Note that Amtrak owns 363 miles of the 457 mile Northeast Corridor

7) Amtrak leases Empire route from Poughkeepsie to Schenectady from CSX (NO FREIGHT)

8) All crossings are local dead-end access to river, none on major public roads

Other US High Speed Passenger Rail Corridors

There are 11 US defined High Speed Rail Corridors. Four were discussed above. The other 7 are in remote stages of planning and dreams.

1) Pacific Northwest: No HSR, planning limited to 79 MPH due to Union Pacific objections to 110 MPH operations

2) California: Planning, studies, delayed indefinitely by financing, public protest, and political issues

3) Los Angeles to San Diego: Speed limited to 90 MPH in short segments, average speed 47 MPH

4) South Central: Proposed, no action other than studies Ft Worth to Austin by 2021

5) Gulf Coast: A distant dream

6) Southeast: Planning, studies, the section Washington to Charlotte working EIS since 2010

7) Northern New England: Just a "vision"

Table 2 All Crossing Incidents
FEC Accident Statistics Miami to Cocoa---Total Number Of Incidents At Crossings

Year	Miami/Dade	Broward	Palm Beach	Martin	St Lucie	Indian River	Brevard
2013	4	4	4	1	0	1	1
2012	1	2	5	1	0	1	1
2011	0	6	4	0	0	0	1
2010	2	3	2	0	0	0	2
2009	0	4	2	0	0	0	2
2008	0	2	4	1	0	0	2
2007	7	4	13	1	1	2	3
2006	3	7	8	2	1	2	4
2005	3	4	8	3	0	0	3
2004	3	8	14	0	1	0	0
2003	1	3	4	1	0	1	2
2002	1	3	3	1	0	1	4
2001	2	2	4	0	3	0	4
2000	2	2	6	0	0	0	0
1999	2	5	6	2	0	1	2
Totals	31	59	87	12	6	9	31

Total 15 Years Along AAF Corridor: 235 Crossing Incidents

Includes all crossing events on the proposed AAF rail corridor including vehicles, bicycles and pedestrians.
Rev 10/11/2014

Table 3 Crossing Fatalities
FEC Accident Statistics Miami to Cocoa---Total Number Of Fatalities At Crossings

Year	Miami/Dade	Broward	Palm Beach	Martin	St Lucie	Indian River	Brevard
2013	0	1	3	0	0	1	1
2012	0	1	2	0	0	0	0
2011	0	2	1	0	0	0	0
2010	0	0	2	0	0	0	0
2009	0	2	0	0	0	0	0
2008	0	0	1	0	0	0	0
2007	0	0	2	0	0	0	1
2006	0	1	0	0	0	0	2
2005	0	2	2	1	0	0	0
2004	1	4	2	0	0	0	0
2003	0	0	0	0	0	1	0
2002	0	1	0	1	0	0	2
2001	0	0	1	0	0	0	1
2000	0	0	4	0	0	0	0
1999	0	2	0	0	0	1	1
Totals	1	16	20	2	0	3	8

Total 15 Years Along AAF Corridor: 50 Crossing Fatalities

Includes all crossing fatalities on the proposed AAF rail corridor including vehicles, bicycles and pedestrians.
Rev 10/11/2014

Table 4 Crossing Injuries
FEC Accident Statistics Miami to Cocoa---Total Number Of Injuries At Crossings

Year	Miami/Dade	Broward	Palm Beach	Martin	St Lucie	Indian River	Brevard
2013	0	1	0	1	0	0	0
2012	1	1	2	0	0	0	0
2011	0	2	1	0	0	0	0
2010	0	2	0	0	0	0	1
2009	0	2	0	0	0	0	2
2008	0	1	1	1	0	0	2
2007	3	1	2	1	1	1	0
2006	0	2	2	1	0	0	0
2005	0	0	1	0	0	0	0
2004	1	2	4	0	1	0	0
2003	0	1	2	0	0	2	3
2002	0	1	2	0	0	0	0
2001	0	0	2	0	0	0	1
2000	0	0	4	0	0	0	0
1999	0	3	4	0	0	0	1
Totals	5	19	27	4	2	3	10

Total 15 Years Along AAF Corridor: 70 Crossing Injuries

Includes all crossing injuries on the proposed AAF rail corridor including vehicles, bicycles and pedestrians.
Rev 10/11/2014

Table 5 Trespasser Injuries
FEC Accident Statistics Miami to Cocoa---Total Number Of Trespasser Injuries

Year	Miami/Dade	Broward	Palm Beach	Martin	St Lucie	Indian River	Brevard
2013	0	0	3	0	0	0	0
2012	1	0	0	0	0	1	0
2011	0	2	0	0	1	1	1
2010	0	3	0	0	1	0	2
2009	1	1	0	0	0	0	0
2008	2	1	0	0	0	0	0
2007	0	3	6	0	0	0	0
2006	1	1	3	0	0	0	1
2005	0	2	1	0	0	0	1
2004	2	2	3	0	0	0	0
2003	2	3	1	1	0	0	0
2002	0	2	2	0	1	0	1
2001	0	3	1	2	0	0	0
2000	3	4	2	0	0	2	1
1999	0	5	0	0	0	0	2
Totals	12	32	22	3	3	4	9

Total 15 Years Along AAF Corridor: 85 Trespasser Injuries

Includes all trespasser injuries on the proposed AAF rail corridor
Rev 10/11/2014

Table 6 Trespasser Fatalities
FEC Accident Statistics Miami to Cocoa---Total Number Of Trespasser Fatalities

Year	Miami/Dade	Broward	Palm Beach	Martin	St Lucie	Indian River	Brevard
2013	1	3	4	0	0	0	0
2012	3	1	3	0	0	0	5
2011	1	4	6	1	0	0	0
2010	1	4	3	0	0	1	4
2009	4	1	2	0	0	0	1
2008	2	2	4	0	0	0	1
2007	1	4	5	0	0	4	2
2006	3	3	4	1	0	0	1
2005	0	4	3	0	2	1	5
2004	0	1	2	3	0	1	2
2003	1	3	5	0	1	1	4
2002	0	6	1	1	1	1	2
2001	3	3	3	0	0	1	1
2000	1	3	4	0	1	1	1
1999	1	1	3	0	1	0	2
Totals	22	43	52	6	6	11	31

Total 15 Years Along AAF Corridor: 171 Trespasser Fatalities

Includes all trespasser fatalities on the proposed AAF rail corridor
Rev 10/11/2014

CCC HOA Comments on DEIS

1. From the Scoping Report is clear the scoping for Phase II of the Proposed Project was inadequate. The only scoping meeting held on the Treasure Coast, was held in Ft. Pierce, and was only attended by 75 people who likely only would have found out about it by reading the advertisement in the St. Lucie Journal.
2. The Purpose of the Project as stated on page S-5 is "to offer a safe and efficient alternative to automobile travel on congested highway corridors, add transportation capacity within those corridors (particularly Interstate 95 [I-95]) and encourage connectivity with other modes of transportation such as light rail, commuter rail and air transportation." The FRA and FHWA need to understand that:
    a. I-95 and the Florida Turnpike (and in portions of St. Lucie and Martin Counties – Route 1) are all a good distance west of the proposed Phase II project and that most of the development is to the east – meaning the alternative being offered is to move commuter traffic from less developed areas east into more heavily populated areas.
    b. Along the proposed Phase II corridor there are NO planned stations except at the final destination in Orlando, meaning that anyone along the Phase 2 corridor would have to drive to either Orlando or West Palm Beach to utilize the project, which would result in increased congestion on local Treasure Coast highway corridors, not decreased congestion as stated. This additional traffic has not been accounted for in the EIS, and needs to be addressed.
    c. The lack of intermediate stations means there is no potential for connectivity with other modes of transportation such as light rail, commuter rail and air transportation at any location along the planned Phase 2 route expect at its terminus in Orlando which is developing a terminal to encourage connectivity with State funding.
    d. Based on a. through c. above the project does not meet its intended purpose along the planned Phase 2 project corridor.
3. The second paragraph of the Section titled "Alternatives Considered in this EIS" on page S-5 seems to have been written over a year ago as it discusses expected increased freight train trips using 2013 as a baseline. This section needs to be updated to cite 2014 figures and projections for 2015 and beyond. The section also states that a doubling of the number of expected freight trains along the line is expected within two years with no basis given for this projection. The FRA and All Aboard Florida needs to provide the basis for this anticipated doubling especially in light of the statement in 5.1.2.2., in the first paragraph on page 5-8, No-Action Alternative, that "Freight train configurations would be expected to incorporate the anticipated annual cargo growth of approximately 3 percent through increases in train length and/or speed."
4. The analysis of alternatives is a joke. The alternatives addressed are primarily concerned with the impact of alternatives on the economic profitability of the proposed project, and have nothing to do with the impact to the communities and environment of the proposed project. The entire basis of the DEIS alternative analysis is to ensure the economic viability (read profitability) of the project, not to study reasonable alternative to reduce environmental and societal impacts. This is evidenced by the top four screening criteria (access to land; logistics; train signaling and control systems; and route length, time and schedule). Any alternative that negatively impacted profitability, including any that delays construction, was summarily

impacted, by the railroad. The posted 3.3 C Grade Crossing Details report states, "The Proposed Action along the North-South Corridor Alternative currently crosses 167 roadways over 5 Counties from the West Palm Beach to Cocoa." The methodology for analyzing traffic impacts provided in Section 5.1.2.1 confirms that the AADT for only the two largest arterials have been included for each county. Using only two roads per county (10 total, or 6% of the total number of crossings) provides an incorrect calculation of the total average daily volume being impacted by the proposed project. The transportation study needs to be vastly expanded to study the impact on all major local roads with grade level crossings, not just the two largest in each county. This will cause the calculation of traffic impacts to significantly increase, and accurately reflect the impacts of the proposed project.

12. The fourth paragraph on page S-9 states, "Typical at-grade crossings (intersections of local roads with the FECR corridor) would be closed an average of 54 times per day (3 times per hour), with closure times ranging from 1.7 minutes (passenger) to 2.8 minutes (freight). The total hourly closure would range from 4.2 minutes per hour to 4.5 minutes per hour, an increase of approximately 2 minutes per hour in comparison to the No-Action Alternative." This is based on the information in Table 5.1.2-4; however, the basis of the information presented in this table is unclear. For example:
    a. The basis for the 30% increase in average freight train speeds in the No-Action Alternative over the four minute freight average currently being experienced (Page 4-16, table 4.1.2-4)needs to be explained and supported. Is this just a difference between software analysis and reality?
    b. Note 2 to the table states, "Maximum closure per hour calculated as the total time to activate and clear multiplied by the maximum crossings per hour, divided by 60." Neither the time to active and clear nor the maximum crossings per hour are presented in this table, so the veracity of the maximum closure per hour is in doubt. This is confirmed by Section 3.1 of the posted 3.3 C Grade Crossing Details report which states, "Three railroad crossing events are assumed to take place during the PM peak hour. Two freight crossing and two passenger train crossings were modeled." A simple calculation using the maximum closures per train type listed in Table 5.1.2 -4 results in a maximum closure per hour more than double that listed in this table.
13. Section 5.1.2 states, "This evaluation considers impacts on all transportation modes and infrastructure, including automobile, motorbus, pedestrian, train, and aviation." The DEIS writers have totally failed to recognize that the maritime community uses the Okeechobee Waterway (http://www.offshoreblue.com/cruising/okeechobee.php) to transport goods and vessels across central Florida, and have not addressed the commercial impact of increased railroad bridge t across the St. Lucie River in Stuart on existing and future maritime traffic. Likewise, section 5.1.3 does not address this cross State marine traffic.
14. The following statement that "There would be no significant impact to transportation as a result of the Project." Is simply not true. The statement following that in paragraph 5.1.2 confirms that the writers of the DEIS are more concerned with impacts on train operations than on local auto, pedestrian, and marine vessel traffic.

22. Section 5.1.3 states, "For commercial and recreational vessels, increased wait times and queue lengths anticipated under the No-Action Alternative would result in increased costs, which are estimated to be $76,285 annually at the St. Lucie River Bridge, $45,625 annually at the Loxahatchee River Bridge, and $136,145 annually at the New River Bridge (AMEC 2014a)." The increased wait times and queue lengths anticipated under the other Alternatives have not been addressed and need to be.
23. The last paragraph on Page 1 of Appendix 4.1.3-C, and Table ES-1, both contain the same statement for the No-Build Alterative, "No changes to the rail infrastructure will occur within the FECR Corridor beyond those that are currently planned and funded, and no new rail construction within the East-West Corridor." By specifically stating no new rail construction within the East-West Corridor, it is implied that new rail construction is included in the currently planned and funded FERC Corridor. This is the first place this occurs and needs to be explained since it is not mentioned in any of the other No-Build discussions.
24. Table ES-1 in Appendix 4.1.3-c states rail infrastructure work at the St. Lucie River Bridge will not change the vertical clearance or footprint of the bridge that currently accommodates a single track over the entire span. Elsewhere, the DEIS states the proposed project includes a mostly double track system, which would be used by both passenger and freight operations. This comment relates to the unaddressed potential for road closures by freight trains stopped on either side of the bridge awaiting the ability to cross on the single track bridge across the river. Specifically, Section 2.5.2.3 of this Appendix suggests "The result would be that a second train, waiting for a train coming from the opposite direction to cross the bridge, would be staged closer to the bridge. This would reduce delays for trains that must currently slow or stop to yield to oncoming train traffic. The assumptions used in the model for trains encountering oncoming traffic are delays of 10 minutes for Existing Conditions (2013) and 5 minutes for the Proposed Action (2016)." The downtown city of Stuart lies just to the south of this bridge and trains stopped for 5 to 10 minutes in this area have the potential to severely disrupt auto traffic flow at any of the 28 crossings in Martin County, and six in the City of Stuart. This impact needs to be addressed in the DEIS.
25. Table ES-3 in Appendix 4.1.3-c finds "Estimated Cost to Marine Industry as Percentage of Industry (percent) = 0.0167" for the St. Lucie Bridge. It is not clear how the Marine Industry was defined to come up with this estimated cost.
26. Section ES.5 of Appendix 4.1.2-c describes "Mitigation options being considered..." These mitigation measures need to be more than considered, they need to be required as a condition of proceeding with any alternative, including the No-Build alternative, since even that has an impact on marine navigation. However, it is not clear how AAF thinks the proposed mitigation measures will decrease wait times by 1.8 minutes less than the No-Build alternative. This needs to be explained.
27. Table ES-3 Table ES-3 in Appendix 4.1.3-c lists "Combined Effect* Freight+Passenger Average Wait for Vessels Waiting (minutes) = 8.1 minutes." for the St. Lucie Bridge. This time does not seem to include the time for the bridge to lower and raise, as explained in the second paragraph of 1.3.1 of this Appendix. Section 2.4.3 states, "The bridge must be completely closed approximately 5 minutes in advance so that trains approaching the area receive a proceed

35. The calculated dB levels listed in Tables 5.2.2-9 and 5.2.2-10 summarizing the noise analysis results for residential receptors along the N-S Corridor are unrealistically low as evidenced by the two examples below.
    a. November 24 the noise level was measured using a handheld meter on the sidewalk across A1A (estimated 130-ft) from the railroad in Port Salerno and the meter recorded peak measurements of 99dB when a freight train passed by. This volume was just from the wheels on the track, and car to car connections (mainline), and did not include the louder horn at the nearby at-grade intersection which was blown prior to my measurements.
    b. At 9:30 PM on November 26 the noise level was measured using a handlheld meter outside a house in the Country Club Cove development on Hanson Circle in Stuart, approximately 1500 feet from the railroad. The meter recorded a peak of 71dB from wheel and car to car noise before the horn blew which increased the peak noise level to 79dB.

    Based on the unrealistically low projections included in the DEIS, the statement that "no receptors along the N-S Corridor would experience noise levels that exceed impact criteria." is not likely to be true. FEC needs to acquire several days of noise level measurements near all residential neighborhoods along the NS route and base their noise analysis on these measurements instead of on unrealistically low calculations.
36. The same Table 5.2.2-10 lists a noise level change of -8.1 for Martin County. It is unclear why a higher reduction is projected for this area. This needs to be explained or corrected.
37. Following Table 5.2.2-10, the report states, "Adding passenger trains on the WPB-M Corridor (with the use of wayside horns to reduce noise at grade crossings) would have moderate adverse impacts to 199 residential and six institutional receptors, and severe noise impacts to four residential receptors." No similar estimates of impacts to residential and institutional receptors has been provided along the proposed Phase II N-S route. These estimates need to be provided in a revised DEIS.
38. The areas of moderate noise impact, as defined in Table 5.2.2-1, are underestimated in Appendix 5.2.2-A3. Houses in our community are located approximately 1500-ft from the railroad shown in Figure 5-7 in an area identified as no-impact, yet currently experience moderate noise and vibration impacts from train noise and horns from existing freight operations. Also see comment number 35 above. The noise impact zones in this Appendix need to be corrected to accurately reflect moderate and sever noise impacts along the NS route.
39. Table 5.2.2-11 shows no noise impacts for the NS route in any category. Really? Given the proximity of the railroad to the Lyric Theater rand other businesses in Stuart, and to houses bordering the railroad, this can't be correct. Noise impacts are not limited to horn noises. This table needs to be corrected to accurately reflect projected impacts considering all noise generated by train operations.
40. Section 5.4.3 states, "The Project would not reduce municipal property tax revenues along the MCO Segment or N-S Corridor." No data is provided to support this statement. AAB should obtain data from local real estate agents to support this statement, if true.

future project needs to be considered especially if it would provide rail service to the communities along the Treasure Coast which are not being provided by the proposed project. Given the number and severity of the impacts of the proposed project, and it may be prudent to await the results of the pending NEPA process for the Tri-Rail service before proceeding with loan consideration or approval of this proposed AAF project.

48. The last paragraph of Section 5.4.5.1 titled Potential Future Projects Not Considered in this Analysis, does not address the impact of the upgrading of several ports along the east coast to accept larger containerships passing through the upgraded Panama Canal. Since it is cheaper and more efficient to move freight by sea than be rail, this might impact the freight train projections used by AAf for the proposed project.
49. Table 7.2-2 includes the mitigation measure, "Implement or fund grade crossing safety enhancements identified in the Diagnostic Team Report (see Section 5.4.4.2)". The word "or" needs to be changed to "and" to ensure AAF is responsible for all funding associated with the operation <u>and maintenance</u> of at-grade crossings. This is not an insignificant issue as AAF has publically stated that communities should be responsible for maintenance of any upgraded systems they install, thus partially shifting the costs of the proposed project onto local communities.
50. Table 7.2-2 also includes the mitigation measure "Maintain train wheels and rails to minimize vibration." Since there is no indication that this is being done for existing freight trains (see comment 35), there should be a mitigation measure added by the FRA for periodic inspection and tolerances which if exceeded would require train wheel replacement.
51. The last sentence on Page 4-103 states, "Table 4.4.1-1 lists the total population, by county, in 2000 and 2011 for each of the incorporated municipalities within the Project Study Area." It does not. Martin County is not listed and neither is Stuart, the largest of four incorporated municipalities in Martin County. The study seems to have not to have properly considered the impact of the four incorporated municipalities in Martin County. The DEIS needs to be modified to accurately reflect the populations of these municipalities.
52. Section 5.2.1.3, Air Quality Indirect and Secondary Impacts, states, "The areas surrounding the proposed Section 3.1 of the 2012 EA documented that there would be no indirect or secondary effects to air quality associated with Phase I of the Project." This DEIS has not addressed the indirect or secondary effects to air quality along the Phase 2 project route. Specifically, the secondary impact of particulates on residences and other buildings bordering the railroad need to be addressed in the DEIS.
53. In view of the above we the undersigned members of Country Club Cove Homeowners Association and Miles Grant recommend that the FRA find the No-Action the preferred alternative and not approve the loan for Phase II of the proposed AAF project. Further we recommend U.S. Army Corps of Engineers (USACE), U.S. Coast Guard (USCG), Federal Highway Administration (FHWA), U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) withhold approval for Phase II of the proposed AAF project. A Finding of No-Significant Impact is unwarranted for this project, and at a minimum we request that a new DEIS be prepared that properly addresses alternatives and accounts for the impacts along the NS route.

CCC HOA Comments on DEIS

Name	Signature
GUNARS M. OZOLS	Gunars M. Ozols
Barbara McCarthy	Barbara McCarthy
JANE ANNE SMITH	Jane Anne Smith
Rita Bednar	
ROGER FILIOS	
FRAN ATWOOD	Fran Atwood
Lorraine Reid	
Jane Coutts	
CURTIS A. COUTTS	Curtis A. Coutts
Nancy Barrow	
James H. Stanley	

Rita Hubbell
2050 SE Riverside Ter.
Stuart, FL 34996-4715

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:

As a 32 year resilent of Stuart Fl 34996
I am wholeheartedly opposed to the present direction of All Aboard Florida!
(1) Why not move the tracks ~~to~~ west?
(2) What provisions for sound barriers?
Stuart will definitely be affected by train noise — motor traffic — bridge boat traffic — animal habitat — and the list goes on and on.
The only ones benefiting will be Miami and Orlando and every other town in between on the east coast will be losers.
Prediction = Train ridership will fail!

Respectfully
Rita Hubbell

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

Dana Houck
561 SW Timber Trail
Stuart, FL 34997

November 28, 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)
and projected increase in freight transport

Dear Mr. Winkle:

I am a business owner of Country Club Produce, a produce stand in Country Club Plaza which is located directly next to the railroad tracks along the Florida East coast Railway line in Port Salerno, Florida. Hundreds of customers per day travel from many areas to choose from a wide variety of fresh produce from my business. My business is a produce source for thirty local area restaurants. We also support two other produce stands. In addition, we provide from 400 to 500 pounds of surplus produce per day to area farmers for animal consumption. If the All Aboard Florida ("AAF") is allowed to proceed, my business will receive direct negative impacts from it. The proposed All Aboard Florida high speed rail is a major threat to my business and many other nearby businesses. If allowed to proceed, the proposed rail increase will inevitably result in lost revenue and many lost jobs.

My business is already experiencing noise and vibration impacts. The noise levels make communication with customers and employees difficult. If allowed to proceed, the AAF project and additional freight will increase this problem. Additional traffic delays caused by the AAF project will inevitably reduce my customer base, since customers coming from areas located to the west of the tracks may choose to find an alternative market located in a place more convenient to them.

I recommend that the Federal Railroad Administration conduct a complete investigation of all business entities along the Florida East Coast Railroad route to determine the potential economic and social impacts of increased train traffic along this route. In addition, a study should be done to account for increased air pollution due to vehicles idling while waiting in traffic for trains to cross the intersections. Safety is also a major concern, with many at grade railroad crossings along the FEC/AAF route.

In view of the dense population of people and businesses along this route, I strongly suggest that it is in the best interest of the public to relocate the rail line to a less populated western route. The land over

which the tracks lie is dedicated to public use. The excessive level of use contemplated by Florida East Coast Railway and AAF would be harmful to the public.

Please let me know if you have any questions.

Regards,

Dana Houck

cc: Representative Patrick Murphy, U.S. House of Representatives

11/11/14

Dear Mr. Winkle,

Larry and I are in agreement with all of the opinions that were published in the Stuart News.

Please read them all carefully, and give them your sincere consideration.

Many lives are involved in your final decision.

We are doomed!!

Sincerely,
Viola Hopson
Larry Nadler

2600 SE Ocean Blvd.
Unit X9
Stuart, FL 34996

Joe B Hooker
2114 NW Plumbago Trl
Stuart, FL 34994

October 13, 2014

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

Dear Mr. Winkle,

I have been following the All Aboard Florida situation for some time now, and feel that it is time that I speak out.

I am a resident of Stuart Florida, and live on the north fork of the St. Lucie River.

While I am in agreement that increased rail service to South Florida is a good idea, I think there are some serious flaws in the All Aboard Florida plan. I am concerned about several areas of the plan that would have an adverse effect on me and the Stuart area, and would like to list these below.

1. I am an avid recreational boater and feel that the additional closings of the St. Lucie River Railroad Bridge would severely limit the amount of time that I can access the surrounding waters east of the railroad bridge. As I understand it, crossings would increase from 10 per day to 42 per day, over four times as many crossings. Additionally the amount of time that the bridges will be closed does not seem consistent with the above crossing numbers. The report states that currently the bridge is closed four hours per day and will increase to 9.8 hours with the increased number of closures. That is only an increase of 145%, not even close to the 320% increase in closures. A more reasonable figure would be 16.8 hours; (the original four hours for current closing, plus 12.8 hours for the additional closings). Even at the 9.8 hours, this is a considerable amount of time that the bridge is closed to navigation by boating traffic. These closings obviously will further restrict boat traffic from other areas of the river and surrounding areas. Even at the projected rate of 9.8 hours this is a serious reduction in the time that one can access the St. Lucie River System and the Okeechobee Waterway.

2. Commercial boating and boating related industry is a vital part of the Stuart community. I am concerned that the increased closures will have a seriously adverse effect on the economic situation of both the commercial boating industries and the businesses serving the recreational boaters and fishermen in the surrounding area, thereby creating economic pressures on the entire Stuart community.

3. The plan calls for the routing of the tracks along much of the current rights of way that run through highly populated areas along much of the coast, as opposed to building the tracks farther inland where there is less population and congestion. This just doesn't make sense. Why would you want to put a high-speed train running through densely populated areas when much a more desirable route is available inland? Surely the train would be

more efficient running at a higher speed inland than having to presumably slow down for congested areas on the proposed route.

4. As I understand the plan, an additional 16 trains each way will eventually traverse the Treasure Coast area per day with no stops planned for the area. It would seem to me that 32 more train crossings a day in the densely populated areas of the Treasure Coast will cause many delays in traffic and vastly increase the chances of accidents in and around the crossing areas. Safety of our citizens must be a priority over the convenience of locating the tracks.

5. What effect is the noise and vibration of 32 additional trains per day going to cause on the citizens and properties adjacent to the tracks. Again the local citizens are asked to sacrifice their health and well-being for the convenience of running a train through densely populated areas.

6. While there may be some properties that would increase in value due to their proximity to the tracks or crossings, my guess is that the majority of adjacent properties will suffer a decrease in property values, creating further economic distress in the communities. Additionally many areas not in the immediate vicinity will be affected as well, specifically many of the waterfront and adjacent properties that will be affected by the reduced access from the bridge closings.

7. Finally, as I understand it, the trains will not stop in any of the communities along the Treasure Coast. They will only serve cities to the north and south of us. It would seem to me that the citizens of our area are being asked to suffer the above consequences of the trains coming through their area without any real benefit of them stopping in their area.

In summary, it would seem that there are great many negatives with very few positives in regards to the current All Aboard Florida plan. The citizens of our communities are being asked to shoulder an unfair burden for the benefit of the railroad and a few cities to our North and South. Surely there can be a better plan to minimize the negative impact on our citizens and communities. I strongly urge you to not allow the current plan to move forward.

Cordially,

Joe B Hooker

October 27, 2014

Dear Sir:
About the "All Aboard" train being considered on the East Coast of Florida! What a disaster we think!

We have been coming to vacation in Florida for years and always on the East Coast side. We have owned for 30 some years in Stuart, Fl. Many of our friends have also bought in Stuart because they have come to visit us and found out what a wonderful area we are in.

None of us can imagine that a train will be roaring through these quaint towns AND many times a day! What is anyone thinking? We think this is a disaster of a plan. Many factors play into this such as, noise element, public safety, environment, traffic problem...backing up at crossings.....we could go on & on as to the negative problems this would cause. Even the value of our property would go down dealing with this train roaring through many times a day.

We are hoping that everyone involved in this project will listen to the "people" and not let this happen. "We the people and for the people" should be a consideration in this matter by all means.

Thank you,
Carolyn & Robert Holmes
504 N.E. Plantation Rd., Villa 4304
Stuart, Fl. 34996

Carolyn & Robert

David Hillegas
3713 SE Starboard Lane
Stuart, Florida 34997
November 21, 2014

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

Re: Application to the Federal Railroad Administration for a New Passenger Rail Service from Orlando to Miami along the East Coast of Florida (All Aboard Florida)

Dear Mr. Winkle,

I am a resident of Stuart, Florida and very concerned about the consequences of a favorable decision on the application to expand the Florida East Coast Railroad for passenger service. My concerns not only affect me and my family but all my neighbors here and all along the railroad tracks from Daytona to West Palm Beach.

If for some reason the Federal Railroad Administration wants to approve this application to improve economic conditions in Florida, I suggest that the applicant utilize the railroad tracks which currently go from West Palm Beach to Orlando on the western side of I-95 and the Florida Turnpike. This would result in far fewer problems and adverse effects on all the residents living along the proposed route as there would be far fewer railroad crossings, far fewer railroad bridges, and especially a very great reduction in the number of residents affected between West Palm Beach and Orlando. In addition it seems that the upfront infrastructure costs would be greatly reduced.

The specific reasons and concerns which follow will very likely result in a sizable decline in the living conditions and way of life on the south east coast of Florida.

I. How will new passenger service affect my life?

A. Short term

1. No benefit to me or my neighbors as there are no stops in Stuart or from Daytona to West Palm Beach
2. Greatly increased delays at railroad crossings for all individuals living east of the tracks… this includes me.
3. Greatly increased waiting time for ambulances and firetrucks to get to my house. I am older and prompt emergency service is important to me.
4. Greatly increased safety hazards as train speeds will be substantially increased. The population east of the railroad is mostly retired, older folks with reduced eyesight and hearing.
5. The noise level will increase substantially. Each freight train now blasts its horn about 3 or 4 times at each crossing. I have 2 crossings near my home, and there are currently about 60 to 80 horn blasts per day for me. With 30 more trains it will increase to about 280 horn blasts per day…<u>an increase of over 400%.</u>
6. There will be a substantial increase in the wait time to get my boat under the railroad bridge in Stuart, which results in many more boats waiting in line; and if wind and tides are heavy, the potential for accidents increases. This is a major safety hazard for boats going to and from the west coast of Florida over Lake Okeechobee.

B. Long term

1. When I use to ride AMTRAK from New York to Washington, DC during my working days, I noticed that the residential homes and small business looked old, run down, and not maintained along the tracks. I never saw well maintained homes and businesses within about 1/4 mile of the tracks.
2. What do the deteriorating values along the tracks mean for me? Over time property values will fall as fewer buyers will be willing to put up with all the noise, delays, and deteriorating buildings near the tracks.
3. Small businesses on the east side of the tracks will have fewer customers from the west side of the tracks due to delays and hassles at crossings. These customers will only visit businesses and restaurants on the west side of the tracks.
4. Many small business may close as they are only marginally profitable now.
5. The Florida Counties, where the tracks are located, will very likely receive reduced real estate taxes because of property values dropping on the east side of the tracks where most of the higher_priced homes exist. Values of homes on the west side are lower for similar types of homes as they are not near the water, ocean, or bays.
6. I expect that the applicants for this new rail service will put up very little of their own funds and will rely on substantial loans from the Federal Government and/or Federal Agencies and/or Florida. If the owners are serious, I think they should put up at least 25% of the upfront starting costs and pledge all the companies assets and partnership interests as guaranteed collateral for the government loans. In addition they should pledge some of their own assets as guaranteed collateral for these loans. This would really show they are committed to long term profitability.
7. Passenger service alone will not make their investment profitable. Just take a look at AMTRAK profits from rail service where it serves multi millions of people living between Boston and Washington, DC. The Federal Government continues to subsidize AMTRAK.
8. My impression is that this railroad will have difficulty in reaching profitability for many many years, if ever. This means that tax payers, including me, will be asked to pay taxes for subsidies to keep the operation going; and if there is bankruptcy, our tax dollars will also be used to pay off all or part of the Federal and State guarantees on loans to this railroad.

With the potential that tax payers will be asked to provide funds for subsidies to the railroad and that my quality of living will decline and building values will very likely decline for me and all residents living within 1/2 mile of the railroad, I hope the Federal Railroad Administration will decline to approve this application on the railroad and not diminish the appeal of the Treasure Coast to visitors and home buyers.

Thank you are reviewing these thoughts and concerns. Please forward them to the decision makers for their review. Again, I urge the Federal Railroad Administration to vote against this application. If you have any questions, please let me know.

Sincerely,

Dave Hillegas

David Hillegas

Heritage Ridge North
Property Owners Association, Inc.

November 25, 2014

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

Subject: All Aboard Florida environmental impact statement

Dear Mr. Winkle:

Heritage Ridge North POA represents 837 families that reside in Heritage Ridge North. We are located in Hobe Sound, Florida, on a site that is parallel to the current freight train tracks. Our residents must cross the tracks to travel to the ocean or the intercoastal waterway. In addition, our residents frequently travel north on Route A1A which crosses the railroad tracks just north of Heritage Ridge.

As you are no doubt aware, the terrain in Florida is flat and not suitable for railroad bridges or tunnels and therefore almost all of the tracks the proposed trains would travel must cross many roadways. The addition of 32 trains to the approximately 16 freight trains we now have would make travel in our area very difficult.

With the improvements in the Panama Canal, additional freight train traffic is expected. We would have so many trains crossing our roadways that it will limit our access to the beaches and waterways to our east. We are an area that is heavily populated with winter residents who come to our area for our ocean beaches, fishing and outdoor activities. The All Aboard Florida trains will harm our way of life and our environment. We urge you to move the tracks to the west where the impact will be significantly reduced.

Respectfully,

Judith Rahmani, President

5757 S.E. Federal Highway, Stuart, Florida 34997 • (772) 287-8882
Fax (772) 287-7526

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:

TALK ABOUT ENVIRONMENTAL IMPACT! I THINK THE DESTRUCTION OF A CITY IS CERTAINLY THAT. THE CAUSE WILL BE THE VOLUME OF RAIL TRAFFIC PLANNED BY ALL ABOARD FLORIDA, COMBINED WITH THE INCRESED NUMBER & LENGTH OF FREIGHT TRAINS.

BECAUSE OF THE 1890'S "S" CURVE AND 1970'S SINGLE TRACK BRIDGE, TRAINS CANNOT SAFELY EXCEED 35 MPH THRU STUART. THIS MEANS LONGER BLOCKAGES AND MORE CROSSINGS BLOCKED.

BUSINESS CANNOT FUNCTION WITHOUT PATRONAGE. WHO WILL EAT AT A RESTERANT THAT IS DIFFICULT TO GET TO AND HAS CONTINUAL NOISE AND VIBRATION FROM TRAINS IN THE NEXT BLOCK? THE LYRIC THEATER AND OTHER SHOPS WILL FACE THE SAME PROBLEMS.

THE DEATH OF THE CITY WILL OCCUR AS BUSINESSES CLOSE DUE TO LACK OF PATROAGE, FOLLOWED BY REAL ESTATE COLLAPSE AND LOSS OF TAX BASE. THIS IMPACT WILL BE SEEN IN EVERY CITY ON LINE.

THE FRA OWES IT TO THE PUBLIC TO REJECT THIS PLAN & REFUSE ANY PUBLIC FUNDING OR BACKING WHICH WILL BE BOURNE BY THE TAX PAYERS

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	ROGER HEAD
Address	4418 S.E. HEARTWOOD TRL. STUART FL 34997
email	Please provide your email address if you would like to receive notification when the FEIS is available

November 6, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue,
SE Room W 38-311
Washington, D.C. 20590

Dear Mr. Winkle,

RE: All Aboard Florida Railroad

I worked on Capitol Hill, under Senator Ribicoff, with The Governmental Affairs Committee, and I understand exactly the process and the responsibility that you share in the decision making process. Decisions like this have a huge influence in the quality of life for all the residents along the Treasure Coast.

The Draft EES does not justify allowing all Aboard Florida to proceed with their planned passenger service. Let alone addressing right of way issues affecting businesses, and homes within just hundreds of feet from the trains as it is. Nor the fact of adding additional freight trains thru our neighborhoods all hours of the day and night affecting first responders, children, elderly, and anyone who lives or works by the tracks.

A majority of the justifications for moving ahead and granting a federal loan are based on promises, not actions. Railroads for the most part continue to be subsidized by the government. Are you willing to add additional burdens on the taxpayers? They imply that they are not going to use taxpayer money, when they've asked for $1.6 billion in government loans. And the additional burden of each taxpayer to maintain <u>all</u> the crossings in their county to the tune of $120,000 projected costs per crossing. Stuart has at least 6-10 crossings, and then the drawbridges.

I personally don't believe that the trains that they are proposing now will take 3 million cars off the I-95, efficiently, nor cost effectively. Promises from All Aboard Florida are not enough to deface the Treasure Coast. Hurricanes do that enough as it is.

Please deny All Aboard Florida any government funding, loans, or grants. There are other solutions.

Sincerely,

Janice (Olsen) Hayes
5273 SE Harbor Terrace
Stuart, FL 34997
772-419-8133 Home

P.S.

My grandfather , Raymond Montgomery, was an engineer on the Atichinson, Topeka and Santa Fe. I road the line from the age 6 weeks on.

Mr. Thomas Harrigan
4800 SE Federal Hwy. Lot 162
Stuart, FL 34997

To: John Winkle
Federal Railroad Admin.
Re: All Aboard Floriba.
Alternate Proposal!
Luxury Buses between
Orlando & Miami —
To Travel the
Florida Turnpike
(include refreshments)
"Reply - Appreciated"

Regards
Tom

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

Dear Mr. Winkle,

I have been following closely the plans of the Fortress group and the "AAF" for many months and had not written your Administration until now as I foolishly believed the FRA would not throw a million or so residents of the Treasure Coast and above under the bus by approving the proposed plans for the coastal route of the passenger train (and the increased freight traffic that will follow after the enlarging of the Panama Canal and the Port of Miami.) It would appear many coastal residents now believe we are powerless to stop this travesty as FEC Industries owns the tracks and surrounding land and can and will do whatever they please, but I am hanging on to my last shred of respect and faith in my government and believe they will not let money and power disrupt the lives and endanger the safety of so many.

I went, with approximately 800 other local residents, to the meeting in Stuart last week and waited for the AAF representatives to explain the "benefits" of their plan as stated in the newspaper. I failed to see any (except for the short term jobs that would not necessarily go to local residents.) There were many placards that showed the "research" and "projections" for many things, and we were often referred to them without much in the way a real explanation. FFA/FECI placards stated they had considered and rejected the inland routes but there was no explanation for the rejections. The 3.5 billion used in the last five years for political contributions and lobbying expenses would have gone a long way towards building tracks elsewhere. As several representatives from FRA said to let them know our concerns, so here are mine.

The disruption of normal traffic, economic hardship for downtown businesses, and serious increase in noise that would follow this plan (especially in Stuart) is horrific enough, but it would seriously impact/endanger our injured and ill residents as our hospital is on the downtown side of Stuart. Again, while no one believes AAF could possibly make a profit running 32 passenger trains a day (even with the hundreds of thousands or more of people in Nassau and Westchester Counties in New York as well as in other metropolitan areas who NEED to take the trains to work every day, those railroads have to be subsidized), the increased freight traffic that will ensue later will cripple our communities. Half the number of daily passenger trains might make the plan more bearable but 32 in addition to the freight trains is obscene.

Much of the research and "studies" done by AAF are flawed, especially the one done in January at the railroad bridge over the St. Lucie River. Even in sunny Florida, January,

when the study was done, has little more than half the pleasure and non-commercial fishing craft using the bridge than in warmer weather. Addressing the commercial craft, (barges, tow boats ,etc, trans Florida vessels, commercial fishing boats), there is an accident waiting to happen as those craft wait, jockeying for position with the "pleasure" and fishing craft, in winds, currents, and tides, to get through the bridge. It is inconceivable that AAF thinks this will not be a nightmare, regardless of their assurances of "scheduling trains in such a way there will be little inconvenience". Their projected timing of closures of the bridge is a joke.

Gov. Scott pledged money for the construction of new depot in Orlando (after rejecting Federal monies a few years ago for a high speed railroad between Orland and Tampa as he rightly thought taxpayers would be left holding the bag). While there would be an increase in the economy, both short term in labor to build the tracks, stations, etc, and long term in some more permanent jobs, does that off-set the destruction to our coastal communities, hazards to our safety, and impacts to our property values when purchasing land and building tracks inland or paying rent to existing rail companies would meet the same goals? We are not an insignificant number of incredulous, bewildered, and angry people who feel truly "RAILROADED" by FECI and Fortress and are dedicated to stopping this project. I personally do not care if the train stops in Stuart, but to ask the costal residents to give so much so that others can make their fortunes is repugnant. Clearly FECI is not concerned about the long term impact on our towns but our Governor and future Governors should be thinking about the tax consequences as our communities slowly shrivel.

Many of the residents on the coast WILL see reduction in the value of their homes and properties. There can be no argument about the noise, vibration, smell, and dirt by so many trains in addition to the disruption in traffic for those who have left metropolitan areas seeking a quieter, calmer life. We have friends, as do many others, who are opting to retire to the West Coast of Florida or other southern states rather than risk making a shaky investment on the East coast with the proposed train traffic. Wonder how many of the executives at Fortress or FECI would consider moving here? Furthermore, how would YOU feel about 40 to 5 0plus trains a day going through your community?

Regarding the argument that the proposed train would reduce emissions, etc.: Even now, one can wait up to ten minutes for a freight train to pass and this WILL increase as FECI sends more freight along our towns. Is there a study re: the emissions driving 70MPH from Miami or Ft. Lauderdale to Orlando for 500 cars vs the emissions for thousands of cars idling at multiple grade crossings 40 plus times a day? I would also question how many people, barring the businessman who might go to Orlando for a meeting for the day and return home, would go from Orland to Miami/Ft. Lauderdale or vise versa and NOT rent a car once there. How many families would try to wrestle suitcases, baby strollers, etc. for a family of 4 to 6 onto a train and then try to get all into a taxi once in Orlando or Miami. Again, projected figures fly in the wind. (Also, received no replies to how AAF got the projection figures of potential riders.)

Also of great concern is the vulnerability of those tracks to weather ,flooding, sabotage (both foreign and domestic) and the age of our Stuart bridge which can create so many problems in addition to the maritime issues.

There is little I can say that you have not heard in spades from so many. I was given the impression this project could not go ahead as planned without the consent of the FRA and I sincerely hope my hope in a fair and thoughtful decision is not misplaced.

Sheila Grinnell
4018 SE Healey Ln.
Stuart
FL. 34997

Dear Sir,

My husband + I are so anxious for you to follow the plan to lay new track on the West Side of I-95 Expressway. It is the most practical, sensible, and safest way to go. The track currently in use ~~will~~ is old and will soon need to be replaced anyway. It's like remodeling an old house — is it worth the work + expense to bring it up to date. Is it smarter to build a new one. Not always but often you would have been better off in the long run to do so. It is very surprising to me that the powers that be believe that the old tracks can sustain a new, heavy bullett train. We were on one in Japan + I am sure it was "flying" on new strong tracks

When we moved here about 12 yrs ago a woman had just been killed on the crossing near us at Port Salerno. She was dropped on the tracks. [illegible] It was so sad.

Please make the company build new tracks to the West. We and they will be so much better off — it won't take away their pot of gold.

Connie + Bill Griffith
Stuart, Florida

October 31, 2014

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Avenue SE

Washington, DC 20950

Dear Mr. Winkle:

I am opposed to the All Aboard Florida (AAF) Project because it will reduce my quality of life. This letter outlines my primary reasons.

- In my opinion, the Draft Environmental Impact Study (DEIS) provides a biased view of the potential effects of this project on my surroundings. Had the study been commissioned by other than the leaders of AAF, I believe that the impacts would have been more representative of reality and required more thorough mitigation plans.
- I believe that the ridership estimates for paying passengers is overstated for train traffic between South Florida and Orlando, Florida. There are currently more economical and effective means of transportation between these two areas that can be used and they will become more competitive if the project is completed. Therefore, the revenue projections are suspect. That being the case, I ask that no Federal Funds be loaned or supplied in any form to this project because I do not want taxpayers to be put in a position of subsidizing this project in the future.
- There is a railway bridge in Stuart, Florida that must be raised in order to allow east-west boat traffic along the St. Lucie River. Additional train traffic (passenger as well as freight) means that the boat traffic will be stopped for longer periods of time. This is injurious to our commercial and recreational interests . AAF's plan is to let this 100 year old bridge remain single tracked thereby creating the need for train staging areas. Staging trains to the north and south of this river on multiple tracks slightly mitigates the impact somewhat, but causes problems with additional noise in the staging areas. It means to me that the staging areas are like mini railway yards with constant commotion, activity, and noise. The northern staging area is near population and the southern is near wildlife. AAF's solution does not mitigate the impacts
- I live in Stuart, Florida. We have a nice, quaint downtown area. The AAF tracks run directly through one of the busiest areas of this downtown area called Confusion Corner. Confusion Corner is aptly named due to the intersection of multiple roads in the downtown area and the resultant confusion it presents to drivers and pedestrians. Adding trains (passenger and freight) will add significantly to this confusion especially when our population swells during the winter season. This will make the downtown area

less enjoyable to visit and could threaten the viability of businesses struggling to be profitable. AAF should take its plan and move it west toward the center of Florida where tracks already exist and the population density is far less. They are not planning passenger stations along the route from West Palm Beach to Orlando, so they would not be losing passengers using a western route.

- The AAF tracks pass through some very densely populated areas as well as some wildlife protected areas in Martin County. The corridors are not contained for the most part. The speed of the AAF trains is proposed to approach 110 mph and this means that wildlife in the corridor and pedestrians crossing the corridor will have much higher levels of risk of injury than presented by freight trains travelling at 60 mph. The AAF plan does not completely mitigate this risk with complete containment.
- Currently, I hear the freight trains passing within about 2 miles of my house at all times of the day and night. The horns blare and the machinery creates a rumbling noise. Thirty-two passenger trains daily travelling at speeds up to 110 mph will undoubtedly increase the sound levels because the primary source of train noise is speed dependent. Directional horns may help mitigate some of the noise to my ears, but what about the noises emanated by the machinery? Noise and vibration technologies are not being employed effectively in my opinion.
- AAF's tracks run north and south in my area. This effectively stops east and west vehicle and pedestrian travel when the trains are present. A bigger issue is that emergency personnel are prevented from traveling east and west when the trains are present. Emergency personnel will tell you that very often that 'seconds count' in most emergency situations. Additional passenger (and freight) trains will logically impede their progress in reaching hospitals, fires, and other incidents. Fast passenger trains can reduce crossing down times, but trains from staging areas that follow in each other's footsteps will lead to increased delays at crossings. AAF's plan to schedule trains from staging areas will lead to increased delays at crossings. This is not a solution that we should have to accept.

Sincerely,

J. A. Greenough

Jeff Greenough

3710 SE Bowsprit Ct.

Stuart, Florida

2600 S. Kanner Hwy. T-8
Stuart, FL 34994

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

November 14, 2014

Dear Mr. Winkle:

I wish you could have been present at the United States Coast Guard hearing last evening in Stuart, FL. You would have fifty of five hundred citizens respectfully address the podium. There is no other way to say this: AAF will be an unmitigated disaster for our community.

Water traffic

1. Traffic on the Inter-coastal Waterway will be severely impeded. Extensive bridge closings will result in unwarranted delays and place boats and boaters at risk.
2. Homeowners, boaters and businesses to the west of the bridge will lose access the eastern portion of the St. Lucie River and the Atlantic Ocean. Boat and real estate values will decline and some businesses may be forced to shutter their doors.
3. Since the automobile and boat bridges must work in tandem, both flows will be negatively impacted.

Emergency Vehicle Access

1. Our community will be divided in half. Emergency vehicles may not be able to reach the scene of an accident, a fire or a medical emergency.
2. Individuals may be unable to access a hospital in a timely fashion.

Traffic Congestion

1. There is a traffic circle in downtown Stuart known as "confusion corners." It is challenging to navigate under normal conditions. The congestion and potential accidents due to AAF traffic may result in people deciding not to go downtown. The downtown merchants depend upon their survival from patronization from snowbird senior citizens. These are precisely the individuals who will be deterred from venturing downtown.
2. Any malfunction of the 110 year old railroad bridge will have the impact of paralyzing traffic from Stuart to Hobe Sound, FL.
3.

Beach Access

1. Now I will be denied both boating and beach access.
2. A third group of businesses will now be impacted.

Non-profits

1. Many thrift shops are located "on the wrong side of the tracks." One of the largest and most critical is the House of Hope Food Pantry where I volunteer. This organization feeds thousands of need and homeless individuals in our community. Food donors may be deterred by long waits at grade crossings.
2. Now a fourth group is severely impacted.
3.

I am not in a position to evaluate AAF's claims of fiscal viability and therefore will leave that topic to others. In closing, you must take action to stop this project which will be an unmitigated disaster for our community by land and sea.

Sincerely,

Edward S. Goulding

Edward S. Goulding

2600 S. Kanner Hwy. T-8
Stuart, FL 34994

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue, SE
Room W 38-31
Washington, D.C. 20590

October 9, 2014

Dear Mr. Winkle,
While I have little faith that "my voice in the wilderness" will have any impact upon what appears to be an unstoppable "done deal," I must, nevertheless, share my concerns with you. The beautiful Community of Stuart is located on the on St. Lucie River at the eastern terminus of the Florida intra-coastal waterway. As such, many large vessels transit between the Gulf of Mexico and the Atlantic Ocean or inter-coastal waterway.

In order to make this journey they must pass under an antiquated one hundred year old railroad bridge drawbridge. The addition of thirty-two passenger trains, combined with the existing freight trains, will result in serious congestion while the bridge is in a closed (down) position. At the same time, old downtown Stuart will be crippled and isolated from the rest of the community as the grade crossing Make this journey gates are lowered.

The presumed negative impact upon commercial fishing, recreational boating, access to hospitals and the withering impact upon old Stuart are unimaginable and unacceptable burdens upon our community. I trust you will weigh these debilitating economic and social factors vs. high speed access to recreational venues in Orlando when arriving at your final decision in this regard.

I AM NOT All Aboard Florida.

Sincerely,

Edward S. Goulding

Edward S. Goulding

A GERRY GIROUARD

5138 SE Miles Grant Ter
Stuart Fl 34997

772 283-6100
cell 772 349-6004

gerrygirouard@gmail.com

28 October 2014
Federal Railroad administration
1200 New Jersey Ave
Room W38-31
Washington D.C 20590

Subject: Fl all aboard Florida

Please be advised there is a solution to eliminate high speed rail from going through communities which will have no benefits from it.

Suggestion and possible solution.

Why not put high speed rail on Amtrak corridor which has service directly from Orlando to West Palm Beach – Miami. This would eliminate 32 high speed trains from going through towns without the benefits of stops . Even without this proposal the present rail system will increase the freight trains from 12 to 24 freight trains daily with an annual increase of 3% due to the expansion of the port of Miami upon completion of the panama canal.

COLLATERAL FOR LOAN:

Florida East Coast has restructured their company with All Aboard Florida as a separate entities stripping all the profitable and future commercial real estate value, leaving only the tracks and high speed income which has never shown as being profitable in the past, as questionable prudent collateral for a loan.

I estimate this would solve the concerns of the communities and savings for All Aboard Florida the cost of upgrading crossings ,noise reduction, fixing bridges etc.

Respectfully submitted:

A. Gerry Girouard

ROBERT A. GIBBONS

5343 S.E. MILES GRANT ROAD, #G-103
STUART FLORIDA 34997
RES. (772) 600-7990 - CELL: (252) 402 – 9800
E-Mail: Rgibbons5343@comcast.net

September 26, 2014

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

Dear Administrator Winkle,

Please register my opposition to the proposed "All Aboard Florida" (AAF) rail plans for coastal Florida. I m opposed to the Route along our fragile coastal watersheds.

Having resided and worked in Martin County for 6 years in real-estate related profession, I am opposed to AAF's plan and route for the following reasons:

1. Residents who live East of the rail crossings (East of Hwy A1A) lives will be in danger in emergency's by additional delays which reduce access to Hospitals and health care; Fire and Law Enforcement access to residents East of the rail crossings will be delayed and reduced, thus endangering the safety and survival of these thousands of residents.

2. Navigation, Marine Safety and local Economy: Boaters, Marine Businesses and vital Tourism will be hampered and negatively impacted by additional bridge closings and delays. Safe access to our harbors and rivers will be greatly reduced, thus hampering economic growth and safety of our recreational and commercial boaters.

3. Infrastructure: Despite your bland statements, the Bridges will not long tolerate such additional openings and closings. They are old and worn, and cannot reasonably be expected to accommodate this 300% increase in rail traffic. It is unlikely that AAF will re-build and update the rail bed to safely accommodate speeds of 90-100 MPH. It is unlikely that grade-level crossings will safely handle these speeds, and unlikely that nearby buildings, historic structures will be insulated from this increased Noise and Vibration.

4. Property Values & Quality of Life: The above impacts of AAF will surely decrease the value of residential and commercial properties with proximity to this massive increase in rail impacts. With the much greater inconvenience (and reduced safety), resident's quality of life will be greatly reduced.

5. FRA & US Govt loans to the private entity AAF are a blatant raid on tax-payer funds, and should not be approved.

6. Environmental deterioration will be severe and permanent. I recommend you disapprove AAFs current plans and route, and that you encourage AAF or FRA to build a safe rail route WEST of the Florida Turnpike.

In conclusion: I am strongly opposed to AAF and look forward to receiving evidence of the studies and engineering/safety analyses on which you base your apparent approval of AAF.

Sincerely,

Robert A. Gibbons
5343 SE Miles Grant Rd, # G-103
Stuart FL 34997

(772) 600-7990

Kenneth D. George, Ph.D.
675 NW Flagler Avenue, #203
Stuart, FL 34994
772-934-6750
Fauna@earthlink.net

November 22, 2014

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

Dear Mr. Winkle:

I am a resident in Stuart, Florida, recently having moved to the Harborage Yacht Club and Condominiums. My building is on the east side of the Florida East Coast Railroad (RR) Tracks between two crossings 3,000 feet apart between Fern Street and Alice Avenue and located just 79 feet from the tracks. The All Aboard Florida (AAF) Intercity Passenger Rail Project will irreparably harm me along with all other residents unless **current plans are amended to require realignment of the rail tracks west of I-95.**

For example, on a recent Saturday morning, a freight train stopped across both the Fern Street and Alice Avenue crossings blocking access for over an hour. Delays such as this cause me great concern. One of the advantages of living in Stuart at the Harborage is its closeness to Martin Memorial Hospital. Last year (prior to moving here) I lived further away and during an emergency situation I had to be taken to Martin Memorial Hospital by ambulance. When I got there, my surgeon told me I would have been dead if I had not gotten there as quickly as I did. Now, however, even living closer to the hospital, I must now cross two railroad crossings in order to get to the hospital. I am frightened that if I were detained at either one of these crossings for a period of time, I may not survive the ambulance trip.

Also, the increase in the number of train whistles and vibrations will degrade our quality of life and make our properties virtually unsaleable. **AAF should move to and share the existing right of way that already offers passenger service to Orlando.**

However, if this proposal has already been rejected, as many on the Treasure Coast believe, meaning that our voices are not being listened to or even respected. If this is true, the Federal Railroad Administration should require AAF to make all crossings

within the City of Stuart safe and quiet. At the very least, safety and quiet zones should be required for Fern Street and Alice Avenue. Federal highway sound barriers would be required for far less densely populated areas.

I have examined the Draft Environmental Impact Study (DEIS) prepared for AAF and believe it falls far short in its analysis of Martin County and the City of Stuart. I do not believe the DEIS adequately addresses our community's concerns with respect to crossing safety, noise pollution, train vibrations, emergency response times and disruption of marine navigation by the change in operations of a bascule bridge almost 100 years old. I believe DEIS understates the navigational use of the St. Lucie River under the RR bridge. Marine Traffic, exiting marinas, yacht builders, repair facilities, brokerages, and private docks were under counted.

The Stuart RR Bridge was built in 1920's. The track segment through downtown Stuart is the only segment within the project limits that will remain single tracked. The more than threefold increase in train whistle noise pollution and vibrations will adversely impact neighborhoods on each side of downtown Stuart. I believe the effect of increased bridge openings on automobile traffic delays and emergency vehicles are not fully addressed in DEIS — the Report only evaluated traffic at two intersections, SE Monterey Road and Colorado/SE Dixie Highway. Fern Street, Alice Avenue and other crossings to the south of the City were not evaluated. Last, there is no justification for a Federal loan guarantee for a project that will ultimately degrade this community and the Treasure Coast. If it is going to happen, let it be private money and private guarantees.

Thank you for your consideration.

Sincerely,

Kenneth D. George

Kenneth D. George, Ph.D.

Sent by US mail service and by email

October 21, 2014

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

Dear Mr. Winkle:

I am writing to you to express my opposition to the All Aboard Florida project as it is currently planned. My concerns are focused on the negative impacts that the project will have on Martin County and the other counties that comprise The Treasure Coast.

The AAF project must be viewed in its entirety. The infrastructure improvements that will be made using RRIF loan funds will not only enable the AAF project. They will also facilitate AAF's sister company, Florida East Coast Railroad's (FECR), plans to increase their freight traffic from the current 14 trains to 20 trains by 2016 and 25 by 2026. Because of the improved infrastructure, the FECR trains will be longer and travel faster than the current ones.

With the 32 passenger trains operating only between the hours of 5AM and 9PM daily, it is probable that most of the freight train operations will take place during the night. The noise and vibration caused by the faster and longer diesel powered trains are more noticeable, annoying and harmful when most residents who live near the tracks are sleeping or trying to sleep.

The draft EIS deals almost exclusively with the environmental impacts of AAF's passenger trains, not the additional freight trains. It is ridiculous to believe that 57 trains per day versus the current 14 trains will not substantially exacerbate the traffic, public safety, noise, vibration, property values, etc., concerns expressed by Treasure Coast governments, businesses, emergency agencies and private citizens.

The AAF project and FECR's freight expansion plans will collectively have a significant detrimental effect on the quality of life from Northern Palm Beach County to Brevard County. Although the alternative to use the Western tracks owned by CSX has been rejected by AAF, it should be explored further. That alternative may cause a reduction in the profits of AAF and FECR, but it will allow their projects to take place and without the serious negative impacts on Florida's Treasure Coast.

Sincerely,

Susan Garnett
50 SE Ocean Blvd, Apt 305
Stuart, FL 34994-2222

October 14, 2014

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

Dear Mr. Winkle:

As a Nurse Practitioner and former hospital nursing executive, I am writing to express my concerns about the detrimental effects that the All Aboard Florida project will have on public safely, especially emergency services.

In Stuart, Florida where I live, the tracks that AAF will run on bisect the city. With the current 14 freight trains operating daily, there are already occasional delays for ambulances and police cars at the crossings, as well as for doctors trying to get to the hospital to care for patients. AAF will add 32 more trains, and I understand that Florida East Coast Railroad is planning to add up to 12 more freight trains per day. Certainly this additional rail traffic will increase the probability of emergency service delays, which can be deadly.

To illustrate the problem more clearly, I have attached a copy of a letter that was sent to AAF by the CEO of the Martin Health System. To my knowledge, the response that was requested of AAF has not been received by the Martin Health System.

I, like most of my colleagues in health care delivery, am very opposed to the AAF plan. Please do what is in your power to stop this project.

Sincerely,

Susan Garnett, RN, MSN
50 SE Ocean Blvd
Stuart, FL 34994

MARTIN HEALTH SYSTEM

June 2, 2014

Donald C. Robinson
President & Chief Operating Officer
Florida East Coast Industries
2855 Le Jeune Road, 4th Floor
Coral Gables, FL 33134

Dear Mr. Robinson:

As a key provider of emergency health care services on the Treasure Coast, Martin Health System has significant concerns about the potential impact of the All Aboard Florida project to our patients, physicians, and caregivers. Most concerning is the fact that All Aboard Florida has yet to demonstrate how it will minimize disruption in downtown Stuart, south Stuart, Hobe Sound, Jensen Beach and other areas around our hospitals and outpatient facilities, and mitigate safety issues related to the substantial increase in rail traffic.

Martin Health believes that significantly increasing the number and speed of trains passing through downtown Stuart and neighboring communities will result in additional roadway congestion, critical time delays and the increased potential for accidents. These factors could adversely impact the access to and quality of emergency and urgent healthcare services in the region.

We believe All Aboard Florida must work closely with local officials in each of our communities to ensure that response times for emergency vehicles are not negatively impacted and to mitigate any other potential issues.

Martin Health is committed to providing the best clinical outcomes in emergency situations. We are encouraging our community leaders to consider the impact of All Aboard Florida to:

- Patients emergently being transported to the hospital from the field or other hospitals for emergency care (Cardiac, Stroke, Neurological, OB, Respiratory – slight delays for these types of critical services can result in adverse patient outcomes and possibly death)
- Patients being transported by water to our emergency dock and the delays that will occur from the lift cycle of the train trestles.
- Patients emergently being transported to other hospitals for higher level emergency care (Trauma, Pediatrics, Burns)
- On-call physicians and staff responding to emergency call (OB, Surgery, Cardiac, Neurology)

MARTIN HEALTH SYSTEM

At a minimum, we believe a study is needed to evaluate the impact on emergency response services that address the following concerns:

- Are there any crossings that don't have an alternative route for emergency vehicles to use?
- What is the amount of time that a roadway/rail crossing will be blocked on an average day?
- What kinds of slowdowns will be caused due to bridge closings?
- What is the likelihood that a given emergency responder will be stopped for a train?
- What is the potential for extended train breakdowns/accidents?

Until these and other questions and concerns are addressed to our satisfaction, we will oppose this initiative through an ongoing dialog with our local and state legislators, the healthcare community, the local media and the community at-large.

We appreciate your time and hope to hear from you regarding these concerns.

Sincerely,

Mark Robitaille
President and CEO

PO Box 9010, Stuart, FL 34995 | Phone: 772.287.5200 | martinhealth.org

TRUVEN HEALTH ANALYTICS
100 TOP HOSPITALS
2013

November 30, 2014

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

Dear Mr. Winkle:

I would like to add my name to the list of those who have contacted you regarding changes being contemplated which would increase the amount of railroad traffic in our part of Florida. This action would ruin the city of Stuart which is already severely affected at many intersections and in many areas. Moving the tracks farther West should be considered.

Sincerely,

Joryn Garich
3965 S.E. Old St Lucie Blvd
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 have a simple question: Why doesn't All Aboard Florida use the interior rail tracks for their proposed Intercity Passenger Rail Project instead of using the Coastal rail tracks. By using the interior tracks, AAF will shorten the travel distance from Miami to Orlando, reduce their investment in new tracks and reduce their operating costs. Most importantly, by using the interior tracks, AAF will avoid disrupting the Coastal communities and negatively affecting the quality of life, safety and economic viability of those communities. By using the interior tracks, it will be a win-win for both AAF and the people who live in the impacted communities.

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.

11-4-14

Optional Personal Information:

Name	Peter Gangloff
Address	6050 SE Medinah Lane Stuart, Florida 34997
email	Please provide your email address if you would like to receive notification when the FEIS is available peterandpatg@yahoo.com

Dear Sir/Madam

I am a 14 year resident of Miles Grant in Stuart FL. We live on the eastern shore which is turning out to be the wrong side of the tracks. We will be enormously effected by adverse repercussions of a high speed train roaring through this area.

1. The noise level will be unbearable most especially since it would be occurring 32 times a day. As it is the freight trains are noisy but they have been running long before we purchased and we knew about it before purchasing. Crossings where the All aboard and the state have declared 'Quiet Zones are a joke..they propose no train horn. How is that going to help the noise and vibration of the tracks which are enormous in high speed trains? All aboard says that they will reduce the vibration by maintaining the wheels and tracks. Do we really think that will suffice to reduce the noise?

2.The safety factors are paramount. We live in a senior community and rescue trucks are going to be delayed getting across the tracks to the hospital for about 12 minutes out of every hour. This could mean life or death for somebody.

3. Property values will be greatly lowered by the advent of these trains.

4. Boating is a very big part of this coastal area and it seems ridiculous to assume that running trains over ancient bridges and delaying boat traffic 32 times a day would be acceptable. Marine activity is a very big part of our financial business here and will suffer huge negative effects.

Most of all This high speed train will have a very deleterious effect on our quality of life.

I beg of you to not go through with this.
I suggest that you move it towards the center of the state where there is no boat traffic and run it parallel to I95 and the turnpike.

Sincerely,
Patricia Gallivan
5333 SE Miles Grant Rd
I-206
Stuart, FL 34997

Patricia A. Gallivan
Sept 30, 2014

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

FROM: Larry Fox
2600 SE Ocean Blvd. Stuart, FL 34996

Your agency should object to All Aboard because of the navigation, water quality and economy negative impacts. The DEIS has serious flaws, major deficiencies.

The most shocking exposition in the E. I. S. is the flippant projection of statistics to give the appearance of a viable business plan. They don't compute, and don't match our knowledge of reality. Many problems of accuracy show up in the ridership projections purportedly "developed by the F.R.A. in its study." A good example of the muddled statistics is the statement by Druce, *"I am quite confused as to how All Aboard florida can expect to divert 31,000 passengers from AMTRAK and 152,000 from air travel when these totals exceed the current passenger levels."* That may result from the railroadiers wanting the $1.6 billion loan so much. As I remember the old English saying, "If wishes were horses, all the infantry would be cavalry."

For example, the Marina and Boat Slip Inventory Needs Further Study
Draft EIS indicates: • 15 public and private marinas on the river (undefined subject area) with 439 total boat slips with Public and Private marine facilities are concentrated in eastern portion of the river (Stuart and Port Salerno) with 4 boat ramps
In reality, Martin-St. Lucie Regional Waterways Plan indicates:
• 13 boat ramps on the river in both counties
• Numerous marinas in both Martin and St. Lucie County with 2,200 private slips; 2,000 dry storage

Second example, St. Lucie River Rail Drawbridge and Boat Traffic – Needs Further Study
- *The Draft EIS* reported an average daily vessel arrival of **157** per day passing through the Old Roosevelt Train Bridge
- In contrast, *Martin County Engineering Department* facilitated an independent study which showed a daily vessel count of **243** per day

As our custodians of RIFF loan 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. Look behind the curtain and view the process federal officials used in creating the draft Environmental Impact Statement on the proposed project.

Because the Federal Government does not have enough money to pay for Environmental Impact Studies – they allowed All Aboard Florida to:

1. Pay for the consultant
2. Provide the content

Does this sound like an objective, independent process? AAF bought and paid for consultants, and contributed the content. When Florida All Aboard applied for a $1.6 billion federal loan, the Federal Railroad Administration was required to conduct a study on the feasibility of the project, as well as potential impacts — both beneficial and detrimental — to communities along the rail line.

Hone in on one paragraph (Chapter 1, page 7) in the draft report:

The Federal Railroad Administration "DOES NOT HAVE APPROPRIATED FUNDS TO SUPPORT THE DEVELOPMENT" of environmental impact statements. Hence, the agency "requires the applicant (All Aboard Florida) to engage the services of a qualified consultant approved by the Federal Railroad Administration to assist (the agency) in preparing the Environmental Impact Statement."

To repeat: **Who pays the consultant for these services? "** ... the third-party contractor is paid for by ALL ABOARD FLORIDA but reports to and takes direction from the Federal Railroad Administration."

And what about the material contained in the draft report? **The third-party contractor "reviewed all materials provided by ALL ABOARD FLORIDA ..."**

This explains why a lot of the information is little more the usual All Aboard spiel. Example? Ridership projections **(Chapter 3, page 45).** We cannot assume the Federal Railroad Administration is a dispassionate, objective, independent third party that will weigh all the facts and render a fair, objective decision on the feasibility of the project.

The process is a sham.

The Treasure Coast is being railroaded into a project that will provide no direct benefits beyond the short-term, economic impact from construction, while experiencing the greatest number of negative impacts along the 235-mile rail line. The taxpayers of Florida and the nation expect their elected representatives to know and understand the true facts, not those purported in a biased document.

Sincerely,
Larry Fox

Leighton B. Ford
4114 SE Henley Lane
Stuart, FL 34997

Federal Railroad Administration
1200 N.J. Avenue S.E.
Washington, D.C. 20590

10/21/14

Dear Sirs,

We have lived in Stuart for 23 years and have watched the town grow from nothing to something.

We now have a great theatre, terrific restaurants, and a thriving tourist business; with fairs, craft shows and music events. We also have a great hospital and a large area full of specialist, doctors, and dentists, etc.

You are going to kill our town and the small businesses that it has generated. We will lose 40 parking spaces and we will no longer be able to get back and forth from the old town in a reasonable time frame. This will also interfere with medical and fire emergencies and the boat traffic will especially suffer because of the multiple bridge difficulties.

It is very hard for reasonable people to imagine how you can ruin a wonderful area for cargo trains. We feel you have been unduly influenced by the company who will most to benefit from this fiasco.

Very Truly Yours,

Dorothy M. Ford
Leighton Ford

Dorothy and Leigh Ford

6213 SE Canterbury Ln
Stuart Florida
34997

Dear Mr Finkle,

At this gentle season
of thanksgiving,
may you find time to enjoy
life's simple blessings
and the beauty
of each quiet moment.

With heartfelt thanks for all you can do to prevent all aboard Florida from directing the Treasure Coast

Grateful for your help,
Sally Moore &
family

5700 NE Island Cove Way, #4405
Stuart, Florida 34996

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

Dear Mr. Winkle:

The St. Lucie River is not just another Florida river. It stands apart from the New River, the Loxahatchee River and the Miami River because it is not merely a vessel thoroughfare through some county roads.....it's the only way for vessels to transit from the Gulf of Mexico to the Atlantic Ocean without going south around the Florida Keys. All Aboard Florida's plans for 32 high speed transits a day over the "100 year old" Railroad Trestle Bridge across the St. Lucie River (isn't that a HUGE safety issue?). In its closed position, the trestle will not only cause major delays for boats passing under it, but will adversely impact the automobile traffic traveling on NE Dixie Highway.

All Aboard Florida also means that these 32 trains will travel through downtowns and neighborhoods at more than100 miles per hour and thus will have enormous negative impacts on safety concerns such as delays of emergency vehicles and at RR crossings at intersections (both people and cars). Economic concerns include tourism, real estate values, as well as the Taxpayers responsibility to pay for crossing improvements, road improvements, operation and maintenance.

It has been proven time and time again that Americans do not want to travel by train. Personally, we think that All Aboard Florida is a scam that is headed for failure a (at the Federal Government's expense) to accommodate the additional number

of freight trains that will be traveling through small towns once the newer Panama Canal is completed.

All Aboard Florida poses the greatest threat to the quality of life, health and safety of the residents of Martin County as well as to the other towns and cities in its path. If you feel that All Aboard will succeed, we URGE you to please consider moving the railroad tracks further west of Route 95.

Thank you for listening,

Patrick F. Farley & Lois J. Farley

Patrick F. Farley & Lois J. Farley

November 18, 2014

John Winkle
Federal Railroad Admin.
1200 New Jersey Ave. SE
Room W38-311
Washington, DC 20590

Dear Mr. Winkle,

As I thought about writing this letter my initial reaction was simply, "Why bother, the All Aboard Florida rail system is already a go". Yet, with thousands of us residents of the Florida Treasure Coast being so adversely affected by AAF, I knew I had to addd my comments to the vast number of letters and e-mails you have already received.

I am a retired business executive, and I will admit my memory isn't perfect, but I cannot remember an issue that has had such universal opposition by the populace. There are so many negative elements that will impact us. And I'm certain you have heard most of them—safety, the environment, noise, river navigation disruption, leisure boating, fishing—both leisure and commercial, the impact on retail business, a potential decline in tourism, daily auto traffic delays and certainly emergency vehicle travel delays. All of the above will be part of our life with the 32 passenger trains racing through the Treasure Coast; and then of course we will have the additional 10-20 freight trains that will magnify all of these negatives.

I would like to relate one recent experience that illustrates the

frustration of so many here on the Treasure coast. My wife and I attended the AAF meeting held here in Stuart in late October. It was obvious from the meeting format that AAF's goal was to simply "snow" us with railroad propaganda—the format used made it impossible for us to raise questions or objections; all of which would have resulted in a "No Railroad" backlash from almost 900 people.

After grumbling about the "stacked deck", I approached one of the individuals manning an improvised booth or station. He was the CEO of the consulting/marketing firm that designed the AAF plan. I asked him only one question—"Can you verbalize one benefit of the railroad to the people of Martin County?" His response: I'm not here to discuss that." I said " I beg your pardon?" His retort… "I won't discuss it." WOW, such arrogance.

I decided to try the same question on a representative of the railroad who was manning the next station. His answer… " It will improve rail safety." What? "Isn't rail safety a relative "given" right now?" The answer, "It will improve." I asked the same question to individuals from the railroad manning two subsequent stations —I received a history lesson on Henry Flagler without receiving an answer that was a benefit for our community.

Please give our thousands of pleas real deliberation and consideration. Our welfare here on the Treasure coast depends upon your departments REJECTION of AAF.

Sincerely,

Jack S. Florin

Jack and Gail Florin
Suntide 206
1357 NE Ocean Blvd.
Stuart,FL 34996

Chapman
SCHOOL OF SEAMANSHIP

A private, non-profit educational institution
4343 S.E. St. Lucie Boulevard, Stuart, Florida 34997
772-283-8130 • 800-225-2841 • Fax 772-283-2019
web site http://www.chapman.org • email info@chapman.org

September 25, 2014

Federal Railroad Administration
1200 New Jersey Ave. SE, Rm.W38-31
Washington, D.C. 20590

Attention: Mr. John Winkle

Re: All Aboard Florida Environmental Impact Statement

I write on behalf of the Chapman School of Seamanship and what we view as adverse impacts of All Aboard Florida's plans on the School and the marine industry on which the School's operation depends.

The projected increased number of daily closings of the St. Lucie River bridge in Stuart will impede boat traffic in the area including our training vessels. We use both North and South forks of the St. Lucie River for training students to recognize and observe aids to navigation while they undergo safe boat operator training. Any undue delays at the bridge will force us to change training locations and schedules.

Even more serious is the adverse impact on the Treasure Coast marine industries which benefit from our operation and on whom we rely for students who buy their products and services. On average the industry enjoys more than $360 million in annual sales and more than $120 million in salaries and wages. Also involved is close to $590 million in waterfront property values, a significant amount of it located west of the Stuart bridge. Fully 10% of the area's jobs are in marine-related businesses.

We implore you to recognize the damage that seems certain to occur if the All Aboard Florida project proceeds.

Respectfully yours,

Jennifer Castle Field

Jennifer Castle Field,
President

cc: Chapman School of Seamanship Board of Trustees
Marine Industries Association of Florida and the Treasure Coast

October 30, 2014

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

Dear Mr. Winkle:

We live east of the railroad tracks and All Aboard will certainly impact our daily lives. All of the facilities we use - doctors, hospital, pharmacy, food store, malls, etc., etc., are west of the tracks. With 32 crossing a day, the impact on our safety and way of life will be significant.

Not mentioned is the significant increase in freight traffic due to the expanded Panama Canal and Port of Miami. The 32 crossings per day could even double or - at least - increase to an intolerable number.

Also seldom mentioned, is the increased time the bridges will have to open and infringe on our maritime traffic. This traffic is what brings boaters to the South Florida waters.

We are against All Aboard for all these reasons and because it is a profit maker for a few and a safety, health problem for many. It is not for "all people" as written in our constitution.

Sincerely,

Janet D. Festa
5152 SE Miles Grant Terr.
Stuart, FL 34997

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:

It is my understanding that AAF will not be running trains between 10:00 P.M and 6:00 a.m. (Passenger Trains). This means that any calculation that says things like "32 trains per day" should not be based on openings in a 24 hour period, but rather openings during a 16 hour period. This would mean a train every 30 minutes instead of every 45 minutes. In addition to land problems, the train bridge across the St. Lucie River will leave almost no time for boat traffic.

Thank you,
Donald Doscher
Donald Doscher

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 Doscher
Address	281 S.E. Monterey Ave. Stuart, FL 34996
email	Please provide your email address if you would like to receive notification when the FEIS is available dond_3@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:

Definitely not wanted for so many reasons - not only noise! Safety, disruption of life in general peace!

Why not go from Palm Beach to Orlando thru the centre of the state - all that farm and open land of an existing line would be the most direct and faster!

Think of Peace!

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

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Optional Personal Information:

Name	Mrs Virginia Dolan
Address	3503 SE Fairway E Stuart
email	Please provide your email address if you would like to receive notification when the FEIS is available

definitely not needed on a + for the treasure coast in any way!

Stop All Aboard Florida

Dear Mr. John Winkel

Federal Railroad Admistration room W38-311

1200 New Jersey Ave

Washington D.C. 20590

Dear Sir

I have to go to my Doctors office three times a week for dialysis. Having the train going through our town will make almost impossible for me to get there. I hope you would consider stopping the train it will make it hard for anyone going from one side of town to the other

Mr. R Dernot

301 Se Harbor point dr

Stuart Fl 34996

October 31, 2014

To: John Winkle
Federal Railroad Administration

I wish to state my disgust with the planned All Aboard Florida. This project has no benefits to Martin County residents. We are subjected to unfair routing of trains thru the Treasure Coast towns with no benefits and many burdens with reduced crossing delays, Noise, Hinderance of vehicle traffic at R.R. Crossings and extreme delays on our Intercoastal Waterways. There are No benefits and Many faults. A change of routes to a westerly track inland is more direct and less of problems than the coastal route.

I have been a sno-bird in Stuart for 22 years. I was a New Yorks resident that was wiped out completely by Storm Sandy. The only home I had was a condo. My lady companion & I decided 3½ years ago to buy a home and be full time residents. We are in our 80s and bought a home 3 years ago for $300000. Now the railroad has devalued our home to about 260000. because of the R.R. mess.

Please STOP the mess that this R.R. has made. Take a more inland route and leave us alone. You have already destroyed our savings accounts and real estate.

Please leave us alone and Re-locate the rail line to the central route.

Mr Allen H. DeMott + Lorraine Stone
1833 Granada Lane
Stuart Fl 34996

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

RE: All Aboard Florida

Dear: Mr. Winkle:

I am writing to you regarding the All Aboard Florida railroad being proposed for the East Coast of Florida.

I live in Stuart and will be adversely affected by the proposed railroad route through my city. Because I have to cross the railroad tracks to leave my neighborhood, I would be waiting for a long time to get out of my neighborhood as the trains would cause so many traffic delays with cars and trucks being backed-up waiting to cross the tracks. Emergency vehicles would also be held up trying to cross the tracks to get to emergency calls, causing delays for them.

Our beautiful historic downtown tourist area in Stuart would be destroyed as the increase in railroad trains would cause many businesses to fail because of the decrease of customers and tourists not willing to deal with the traffic delays and inconvenience caused by the passing trains.

I do not think the proposed revenue that would be generated by the many trains is worth the disruption that would occur in our city. In fact, I am sure that there would not be any profit from this route as demonstrated by the fact that no passenger trains to date have made a profit from passenger trains in this country. The only trains that profit are freight trains which would only add to our misery when the Panama Canal is built and more freight trains will be going through our area. A high speed train going down the East Coast would be fine if it were built west of Interstate 95 where it would not disrupt the lives of citizens living along the Treasure coast of Florida, and where there are less populated areas and where there are already turnpike highways.

I strongly urge you to vote against the proposal in view of the fact that millions of people living along the Treasure coast are opposed to this blatant disregard for the citizens who will be adversely affected by this railroad route and who will

have to live with the consequences of such a disrupting and terrible proposal from a private corporation requesting money from the government for a high speed train going through Stuart and the Treasure Coast which the public is vehemently against.

Thank you for considering my letter.

Sincerely,

Barbara L. DellaPorta

Barbara L. DellaPorta
175 SE Saint Lucie Blvd, #C53
Stuart, FL 34996

October 5, 2014

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

Mr. Winkle,
As voters, residents and taxpayers of Martin County, Florida we are totally **opposed** to the All Aboard Florida passenger train service. The 16 roundtrip trains per day will deteriorate the quality of life on the Treasure Coast. It will cause the following issues:

1. Disrupt all vehicle traffic flowing east and west in the most populated parts of the community. This will include hindering or disrupting emergency vehicle response time, school busses, residential travel and business deliveries

2. Disrupt/hinder all nautical traffic including commercial and recreational boats

3. Add noise pollution

4. Increase air pollution from idling vehicles

5. Increase safety concerns with the high rate of speed in dense pedestrian areas

6. Increase vibration issues to locale homes and businesses.

Mr. Winkle, it is imperative that you reject this project and realize progress is many times best served by maintaining and enhancing the quality of life, not by approving some farfetched, money pit project to move a handful of tourists between Orlando and Miami. This project will speed up travel for a few to the detriment of many.

In addition, we urge you to call for an independent environmental review and an independent financial review on this project. This project will impact many residents and taxpayers. **Don't leave us holding the tab for a project we do not want or need.**

Thank you for this consideration,

Dailey

Mr. and Mrs. Dailey
20 Perriwinkle Lane
Stuart, FL 34996

CC: President Barack Obama
Governor Rick Scott
Senator Bill Nelson
Senator Marco Rubio

BARBARA A. KREITZ COOK
ATTORNEY AT LAW
BOARD CERTIFIED ADMIRALTY & MARITIME LAW
ADMITTED US SOUTHERN DISTRICT BANKRUPTCY COURT

Cell: (772) 708-8105
Off: (772) 232-8940
Fax: (480) 393-5658
BarbCook@BarbCookLaw.com

Royal Palm Financial Center
759 SW Fed. Hwy. Suite 216
Stuart, FL 34994-2972
www.BarbCookLaw.com

September 29, 2014

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

Dear Mr. Winkle:

ALL ABOARD FLORIDA WILL SHUT DOWN THE OKEECHOBEE WATERWAY, FLORIDA'S PANAMA CANAL

It is not just a little problem of impatient "yachties" waiting. 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 allow 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,

Barbara Cook

/s/ Barbara Cook
Barbara A. Kreitz Cook, Esq.

Cc:

Commander, Seventh Coast Guard District
909 SE First Avenue
Miami, FL 33131-3050

Joanne Willman Conte
415 NW Flagler Avenue, #401
Stuart, FL 34994

November 24, 2014

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

Dear Mr. Winkle:

I am a resident of Stuart, Florida and have lived at the Harborage Yacht Club and Condominiums for five years.. The Harborage Yacht Club and Condominiums are situated on the east side of the Florida East Coast Railroad (RR) Tracks between two crossings 3,000 feet apart between Fern Street and Alice Avenue. Our condominium buildings are a scant 79 feet from the tracks. My Condo has already been impacted negatively from the current use of the railroad. The vibrations from the trains have caused my grout in the floor to crack and fall out. We will be irreparably harmed by the All Aboard Florida (AAF) Intercity Passenger Rail Project unless current plans are amended to require realignment of the rail tracks west of I-95. If, as most Treasure Coast residents suspect, this proposal has already been rejected, the Federal Railroad Administration should require AAF to make all crossings within the City of Stuart safe and quiet.

I have examined the Draft Environmental Impact Study (DEIS) prepared for AAF and believe it falls far short in its analysis of Martin County and the City of Stuart.

I do not believe the DEIS adequately addresses our community's concerns with respect to crossing safety, noise pollution, train vibrations, emergency response times and disruption of marine navigation by the change in operations of a bascule bridge almost 100 years old. I believe DEIS understates the navigational use of the St. Lucie River under the RR bridge. Marine Traffic, exiting marinas, yacht builders, repair facilities, brokerages, and private docks were under counted.

The Stuart RR Bridge was built in 1920's. The track segment through downtown Stuart is the only segment within the project limits that will remain single tracked. The more than threefold increase in train whistle noise pollution and vibrations will adversely impact neighborhoods on each side of downtown Stuart. I believe the effect of increased bridge openings on automobile

traffic delays are not fully addressed in DEIS — the Report only evaluated traffic at two intersections, SE Monterey Road and Colorado/SE Dixie Highway. Fern Street, Alice Avenue and other crossings to the south of the City were not evaluated. On a recent Saturday morning, a freight train stopped across both the Fern Street and Alice Avenue crossings blocked access for over an hour.

The Harborage has 129 two and three bedroom condos and three offices, with residents of all ages. Delays in securing emergency services as both entrances are closed for trains measurably undermine our emergency response times; increased train whistles and vibrations will degrade our quality of life and make our property virtually unsaleable. AAF should move to and share the existing right of way that already offers passenger service to Orlando. At the very least, safety and quiet zones should be required for Fern Street and Alice Avenue. Federal highway sound barriers would be required for far less densely populated areas.

Last, there is no justification for a Federal loan guarantee for a project that will ultimately degrade this community and the Treasure Coast. If it is going to happen, let it be private money and private guarantees.

Thank you for your consideration.

Sincerely

Joanne Willman Conte

Joanne Willman Conte

TO: JOHN WINKLE NOV. 28, 2014 (1)

Mr. Winkle & moved to Stuart Florida 10 years ago and loved the whole atmosphere of Stuart and the Treasure Coast.
The waterways, the slow growth efforts, the historical aspect and the people who live here are all part of what makes the area unique. Even the current trains provide some degree of nostalgia. But 23 additional trains at high speed would be an abomination. Just think of the safety hazards, emergency response delays and noise. The tracks, as they are now, run right through towns dividing east from west. The beautiful rivers and waterways (that we've worked so hard to maintain) that provide pleasure trips and livelihoods for residents here would be completely destroyed. People would not be so quick to relocate or even vacation on the Treasure Coast and the local economy would suffer greatly. The trains add nothing good to Martin County and other communities on the Treasure Coast.

over →

the railroad needs to be relocated to the west a few miles. There the economy is based on farms, not tourism.
Please don't ruin our quality of life on the Treasure Coast. We cannot afford to have all about Florida built as it is currently proposed!

Thank You
Michael Connelly
451 S.W. South Plaza Dr
apt # 204
Stuart, FL. 34997

November 19, 2014

Dear Sir;

I am writing to you to express my displeasure with the All Aboard Florida project. I believe that running these trains through the center of these communities at the speeds they are proposing and the number they are proposing is the most asinine thing I have ever heard. It is plain to see that whoever came up with this idea was driven by greed alone and had no concern for safety or the thoughts of the people of these communities and how the trains will disrupt their lives and their cities.

We have been told that we have until December 3rd to comment on the impact statement presented by AAF. I'm wondering if all of this letter writing is falling on deaf ears. I've always thought that the peoples voice in the United States could make a difference, but as I'm writing this letter, construction on train stations is going on at this time. I must really be naïve to think that we could make a change on a project that we do not approve of. It's plain to see that money is controlling the outcome of this debacle.

In conclusion please answer one question. Who decided that this train would run through this community?

Respectfully,

Clyde Cohron

Clyde Cohron

3021 SE Falmouth Drive

Stuart, Fl 34997

November 19, 2014

Dear Sir;

I was very disappointed in the format at the Kane Center meeting, in Stuart, that the Federal Railroad Administration presented. It was plain to see that this was a show to promote the All Aboard Florida proposal and not a program to find out how the people of this community felt about this greed induced project being shoved down our throats.

Joseph Szabo, Federal Railroad Administrator, assured us that PUBLIC INPUT IS IMPORTANT in evaluating alternatives and ensuring a thorough analysis of all aspects of the project. Is that why there was one court reporter to record the views of over 800 people? Is that why they have already started construction of train stations?

Please tell me who decided this is a done deal without asking the people their feelings on it. What you are doing now is not asking the people what they want because this will make no difference to the outcome. This whole process has been a sham from the very beginning. I cannot believe the plan is to run High Speed Trains through the center of our community. Why would you do that when there is a direct route beside our turnpike to Orlando that disturbs no one. This train needs to go west of these smaller communities, not through them. Please reconsider the alternatives and send these trains west.

Respectfully,

Clyde Cohron

3021 SE Falmouth Drive

Stuart, Florida 34997

Judithe M Price
4442 SE Waterford Drive
Stuart Florida, 34997

Dear Mr. Winkle,

If All Aboard Florida brings its 32 trains through the tracks in downtown Stuart, it will ruin everything that has made our town so unique. Traffic will come to a snarled standstill, and police and emergency vehicles will be trapped while waiting for the train. Because of our location, Stuart, in Martin County is known for its outstanding fishing and recreational boating activities. Our waterways have also attracted clean marine manufacturing as a prominent industry.

All these qualities that make coastal Martin County such a desirable place to live will be lost if you decide to bring your trains through downtown Stuart and over the St. Lucie River on your antiquated SINGLE TRAIN TRACK BRIDGE. Your proposed train route is destined for Orlando, in the middle of the state. Your trains will have to go WEST to get there at some point. I am asking you, PLEASE USE THE TRACKS WEST OF STUART IN INDIANTOWN OR BUILD NEW ONES. DO NOT USE THE TRACKS GOING THROUGH DOWNTOWN STUART AND OVER THE ST. LUCIE RIVER. All our recreational boaters, anglers, and boaters coming across the state via Lake Okeechobee, will be brought to a standstill because your track over the St Lucie River, is inadequate to handle additional train traffic. This span is the only SINGLE TRAIN TRACK over the river on this planned route. Presently, this passage is the gateway from Lake Okeechobee to the Intercoastal Waterway, and the Atlantic Ocean. If you continue your proposed route, this train bridge over the St Lucie River in Stuart will be known as a logjam gridlock. Our industries for recreational, charter boat and commercial fishing will die and the manufacturing of boats and marine parts will become nonexistent. You will financially and environmentally destroy our thriving downtown community and our recreational boating and building industry because of your decision to use the track through downtown Stuart and over the St Lucie River.

PLEASE USE TRACKS IN WESTERN MARTIN COUNTY OR BUILD NEW ONES THERE.

Gravely Concerned,
Judithe M Price
11/03/2014

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

415 NW NORTH RIVER DRIVE
APT 201
STUART, FL 34994

RE: MINE & PUBLICS OPPOSITION TO ALLABOARD FLORIDA'S PROPOSAL

DEAR MR WINKLE,

MY WIFE AND I LIVE 2 SHORT BLOCKS FROM AAF'S TRACKS HERE IN STUART, FL. WE HAVE A SMALL 19 FOOT SAILBOAT AND DOCK ON THE ST LUCIE RIVER, CLOSE (WITHIN A MILE), TO THE ANCIENT RAILROAD TRESSEL WHICH FREQUENTLY STOPS BOAT TRAFFIC HEADED TO AND FROM THE OCEAN.

WHEN PRIVATE INDUSTRIES' INTERESTS OVER RIDES PUBLIC SAFETY AND THE REAL CONCERNS VOICED BY THE PUBLIC, THERE MUST BE AN APPROPRIATE RESPONSE FROM THOSE PUBLIC SERVANTS ASSIGNED TO PROTECT PEOPLE'S (OUR) INTERESTS AND RIGHTS.

COMMON SENSE DICTATES MOVING THIS OPERTION (PROPOSED) TOWARD THE CENTER OF THE STATE. IN FACT, SINCE THERE IS INFRASTRUCTURE ALREADY IN PLACE WHICH WOULD ELEVIATE THE CLEAR AND PRESENT DANGERS, PLEASE DENY THIS PROJECT.

IT'S HARD TO BELIEVE, IN OUR DEMOCRATIC SOCIETY, THAT THE PEOPLE DON'T GET THE OPPORTUNITY TO VOTE ON SUCH A LIFE CHANGING PROPOSAL.

PLEASE RENEW EVERYONE'S BELIEF IN THE WORDS "LIFE, LIBERTY AND THE PURSUIT OF HAPPINESS"

SINCERELY, PAUL + DORIS POPSON

September 26, 2014

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Ave SE – Room W38-31

Washington, DC 20590

Dear Mr. Winkle:

Re: All Aboard Florida

I am writing to express my great displeasure of the whole concept of All Aboard Florida.

I feel it will be a severe detriment to everyone living on the Treasure Coast – especially in the

Area of safety having to do with emergency vehicles having access to everyone living in and

Around Stuart. I also feel it will be a real disservice to boaters of which we have many in our

Area and will negatively impact our local economy.

Lastly, it will be a great inconvenience to those of us who must cross the railroad tracks numerous

Times daily.

Please do anything in your power to prevent All Aboard Florida from becoming a reality.

Sincerely,

Moira L. Poe

Moira L. Poe

2940 SE Falmouth Drive

Stuart, FL 34997

Phone: 772-288-2288

E-mail: moirapoe@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:

- HIGH SPEED TRAINS RUNNING THRU COMMUNITIES
- INCREASED TRAFFIC CONGESTION
- DECREASE REAL ESTATE VALUES
- EVACUATION ROUTE FOR HURRICANES

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   Federal Railroad Administration
   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	CORRADO PISANA
Address	4401 NE JOE'S POINT Rd STUART - FL 34996
email	Please provide your email address if you would like to receive notification when the FEIS is available

Date: Nov. 9, 2014

To: John Winkle, FRA

From: Joe Pilkington, Stuart, Florida

Re: All Aboard Florida

To avoid the locals' opposition to the noise, crossing delays and other deleterious effects the High Speed Train could bring to the Treasure Coast, FEC should mirror Henry Flagler's 1890 strategy of constructing the rail through unpopulated areas, which today might be something along the lines of the Seaboard track adjacent to SR 710 from West Palm Beach to Okeechobee and on north to Orlando.

c.c. All Aboard Florida; Florida Not All Aboard; Rick Scott, Governor of Florida;

11/8/14

Simple Reason To Sign The Petition Against All Aboard Florida

If you still have not signed the petition against All Aboard Florida running 32 high speed passenger trains thru our coastal resort towns, then consider this frightening thought.

AAF has stated in its Environmental Impact Statement additional and longer freight trains would be running over their lines. Totally logical, since railroads have a history of losing money on passenger service and generally make money on freight service. AAF/Florida East Coast R.R. has stated that the longer of these freight trains would be about 14,000 feet or about 2.6 miles.

Now picture a main road in a coastal town (probably 4 lanes) and how long it would take for this slower freight train to pass thru and picture how many vehicles would be stopped and how far the vehicle line would extend in either direction.

Remember, vehicles for at least 1.3 miles up and down the track are also parked at their R.R. crossing waiting for the same train to pass thru.

Not all crossings are 4 lane highway crossings, but there are about 350 graded crossings over the FEC R.R. line. This freight must be moved up the center of the state or west of the crowded coastal towns.

Perhaps as some have already suggested, existing Florida turnpike or Route 95 right of ways could be used. A FEC/CSX agreement may also be possible.

Why did we run the Florida turnpike and route I95 west of our coastal towns? We got the highway expansion program correct- now- let's get the railroad expansion program correct!

Thank you,

Carl J Peters

Carl Peters
6265 Ironwood Circle
Stuart, Fla. 34997
610-657-4717
carlp14@aol.com

10/22/14

ALL ABOARD FLORIDA IS GREATEST WASTE OF TIME/MONEY

Is there any wonder why the East Coast residents of Florida are upset with the All Aboard Florida proposal to run at least 32 high speed passenger trains daily from Orlando to Cocoa to Miami? This is in addition to the 15-20 daily freight trains that already run on the Florida East Coast Railroad. Some of the trains will pass at 110 mph. If this is not an inconvenience, then inconveniences on planet earth are impossible.

There are approximately 350 graded crossings on the FEC Railroad places where highways and railroad tracks cross. There are almost no elevated or underground tracks on the entire FEC Railroad. So if you multiply 50+ trains per day times 350 graded crossings, we get approximately 17,500. That is 17,500 times daily that automobiles, buses, trucks, emergency vehicles and pedestrians will have to come to a stop to let the train pass.

It's very conceivable that 10-20 people or more could be waiting on each side of the R.R. track for just one train to pass. That adds up to 175,000 to 350,000 people inconvenienced each day or 60 million to 125 million people each year.

We almost forgot any additional freight trains run by FEC R.R. would soon push the number of times vehicles are inconvenienced daily above 20,000 –perhaps even 30,000 or more. We'll let you calculate how many boaters will be inconvenienced and the length of time they will have to wait.

Remember, Amtrak from New York City to Washington DC has no (zero) graded crossings over approximately the same distance as the proposed AAF route.

Mindboggling and we haven't discussed danger, noise, nuisance, pollution, costs, property value erosion, negative economic impacts (loss of business), delays to ambulances and fire trucks, etc.

Our elected and other public officials need to stop this nonsense-immediately!

Thank you.

Carl Peters
6265 Ironwood Circle, Stuart, Florida 34997
Carlp14@aol.com 610-657-4717

09/24/2014

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

Re: Environmental Impact Study Draft -All Aboard Florida- Orlando to West Palm Beach

This study said the overall environmental impact of this project would be minimal to our communities and surrounding areas. If this is the case for Florida, then why is almost 60% of the railroad in the Washington/Arlington area either underground or raised above ground? Of the 103 miles of railroad in the Washington/Arlington area- 50 miles is underground, 9 miles raised above ground and 44 miles on ground. Do trains only disturb people and only interfere with traffic in the Washington D.C. area?

It looks like our representatives in our nation's capitol have gotten their way, but are willing to burden our coastal residents in Florida. The only solution seems to be to redirect all railroad lines in the Washington D.C. area to simply on ground. Reason being- AAF track in Florida is almost entirely on ground.

The real reason an Environmental Impact Study Draft was done is because AAF has applied for almost a 2 billion dollar loan from the Federal Government. Let us not forget Amtrak and Tri-Rail already service the South Florida area and passenger trains run thru the center of the state from Orlando to Miami.

All passenger rail service is not profitable and Fortress Investment Group (owner of Florida East Coast RR and All Aboard Florida) is the same organization that left the Canadian Government with a half billion dollar debt to cover for the 2010 Vancouver Olympics. Should the U.S. government try to outdo Canada in foolishness?

The answers to these questions seem very obvious. Get out of town AAF- we don't want any part of your proposals in any way, shape or form!

Thank you,

Carl J Peters

Carl Peters
6265 Ironwood Circle
Stuart, Florida 34997
carlp14@aol.com 610-657-4717

JAMES F. PAYNE
2929 se Ocean Blvd. 138-03
Stuart, FL 34996
772-221-3195

November 29, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W. 38-31
Washington ,D.C. 20590

Subject: All Aboard Florida

Dear Mr. Winkle;

I am writing this to ask you to really study this rail system planned to operate through the East Coast of Florida. The damage to this entire Treasure Coast area will be a permanent scar on the state and will have long range effects on the eastern half of the United States. The economy in Florida depends on tourism and the people that have settled here and more specifically those that spend over six months of the year on property that they have developed and the many seasonal homes that are the backbone of our economy.

Many of the currant complaints are about noise and traffic, but more important is the destruction of all of the development due to damage to the businesses. They are responsible for the financial maintaining of homes and businesses.

It would be a simple matter to relocate the rail system a short distance west adjacent to the I-95 corridor. This would alleviate the congestion that the constant train flow would cause through the many residential and business locations on the entire coastal area.
If this relocation could be accomplished you would find that the aggressive dissatisfaction that has been created would subside and the AAF could proceed and be acceptable to those that now deeply oppose the entire project.

This existing plan as proposed will cause irrevocable destruction to so many folks lives that it must be looked at by expert non-involved developers and designers from the esthetics and long range effects on the entire eastern portion of the country.

Respectfully submitted,

James F. Payne

James F Payne
2929 SE Ocean Blvd. 138-03
Stuart, FL 34996-2755
Ph: 772-221-3195 e- JFP1386@comcast.net

October 30, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room W. 38-31
Washington, D.C. 20590

Subject: **All Aboard Florida**

Cedar Pointe Village Eight Association, Inc. is a community with 190 families age fifty five and older. Cedar Pointe is just one of many communities in this geographical area that will be adversely affected by the subject substantially increased train traffic. We are separated from Stuart shopping areas by the existing freight train tracks. This is often an inconvenience due to train traffic. The proposal to significantly increase this traffic with expanded freight service, and more specifically with high speed passenger trains, will create significant problems for residents in this area.
Being separated from major shopping areas is a problem but more importantly is the necessity of reaching doctors and medical facilities. For example we have many military Veterans dating from WW-2 to current conflicts, who rely on V-A. facilities on Willoughby Blvd. Stuart, as well as the VA Hospital facility in West Palm Beach. Emergency vehicles and patients access to the Martin County South Hospital facility can require waiting for train traffic at the various crossings in this area.

This foolhardy plan to expedite traffic from Miami to Orlando should be looked at as the most indirect route imaginable. The only logical course is to parallel the Florida Turnpike which is a direct line and would be the only feasible solution to high speed passenger travel between those points.
Perhaps the Federal Railroad association should look at the method that the Federal Highway engineers used to establish the various Interstate Highways systems. As an example, I-95 which is the most direct route from north-east United States to the Southern most tip was planned to avoid adversely affecting communities en route. If they had followed the R.R. Association plans they would simply have widened US-1 which would have created an eventual disaster. With real foresight for future growth it was determined to avoid established communities wherever possible. The result is that traffic passing down the east coast , including Florida, has skirted the traditional residential areas and is connected with feeder roads to these villages and suburban development.

This is a plan that the Federal Railroad Administration should be considering for the benefit of all. It would eliminate much of the opposition and certainly be practical and probably less expensive over a period of time.

As the Administrator of Federal Railroads, I urge you to study this plan carefully and use your experience and good judgment to make the proper decision for the eventual successful future for this project.

Respectfully,
James F. Payne
James F. Payne

November 14, 2014

I am a 67 year old second generation Miamian, my maternal Grandparents coming to Miami and settling in Spring Garden in 1906. They happened to have made a living on the Miami River in the boating industry. I would like to think that they would be proud of me for opposing All Aboard Florida. If not, I am proud of myself for taking a stand against it.

Reasons against All Aboard Florida:

Peaceful coastal area encroachment by railroad tracks and numerous trains making it not peaceful many times during the day.

Emergency vehicles stymied by road closures by downed railroad gates.

There is more than enough noise from the trains already using the rails.

Wildlife being murdered due to the train being totally unnatural in their natural habitat.

Delays to human beings trying to go about their daily lives including shopping, various appointments and entertainment due to 32 trains interfering by temporarily closing of roads.

Decline in property value.

A majority of humanity along the coast is against it. It is not beneficial to Treasure Coast residents. The boost to our economy due to jobs will be short-lived.

All Aboard Florida is not necessary. Miami to Orlando would be better served if the trains run through the middle of the state of Florida where there is already the monstrous Turnpike. Unleash the beast out there if it has to be released.

Please listen to the people who care about their existence on their piece of planet Earth which happens to be on the Treasure Coast.

Only reason for All Aboard Florida:

The folks affiliated with this, in my opinion, "Horrific Project" will benefit monetarily. Money is the crux. It is the bottom line.

Please consider the above, for Goodness Sake. Thank you.

Karen Parcell
1229 S.E. Parakeet Lane
Stuart, Florida

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:

Dear Mr. Winkle,

This letter is being written in the hope that you will reconsider the railroad project slated for our area. We live in a bucolic, environmentally sensitive area. Trains travelling at high speeds - so frequently will harm our area, cause huge safety issues + spoil the natural beauty + peace of this beautiful area.

Please know that our waterways bridges + crossings are in great jeopardy if this happens.

Thank you for your kind consideration.

Virginia M. O'Neill

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	Virginia O'Neill
Address	5660 Winged Foot Drive Stuart, Fl. 34997
email	Please provide your email address if you would like to receive notification when the FEIS is available

John V. O'Farrell
1433 SE Brewster Place
Stuart, Florida 34997

November 20, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave SE
Washington, D.C. 20590

Dear Mr. Winkle:

I write as a concerned citizen of the Treasure Coast Florida. My wife, like many others, am concerned that the tranquility of our environment will be sorely disturbed by the proposed "All Aboard Florida." I hope that your agency will be able to research the impact of this proposal. I direct your attention to the enclosed article from the "Stuart Florida News" (11/18/14). Many of us have moved here to enjoy a calm and peaceful retirement. At the very least, I think the people need a thorough and complete research of the proposal --- something which has not yet been done!

It appears "All Aboard Florida" is for the owners.

Please review the matter and lend your efforts to ensuring a peaceful environment.

Thank you!

Sincerely,

John V. O'Farrell

Enclosure (Stuart News 11/18/14)

James and Maureen O'Brien
883 SE Westminster place
Stuart, Florida 34997

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

October 29, 2014

Dear Mr. Winkle,

We are strongly opposed to the proposed "All Aboard Florida" passenger train service from Miami to Orlando. Thirty-two high-speed trains (16 each direction) in addition to the existing freight trains is destructive to both the environment of Martin County and the quality of life of its citizens. We, in Martin County have been striving to return and or retain the natural wetlands essential to wildlife and a healthy water system. The rail beds, crossings, and fences necessary to accommodate 32 high-speed trains will mitigate those efforts. When wildlife meets a 100 mile an hour train, wildlife loses.

Noise from the trains will be very harmful to the thousands who live along its route, regardless of whether train whistles sound. Their quality of life will be destroyed. Their property values will plummet.

Highways and bridges will be clogged 32 plus times a day. This will happen when children are going to and being dismissed from school. It will happen during rush hour. It will happen during street fairs, air shows, festivals and all the other special activities that make Martin County special. The downtown Stuart shopping area will become a ghost town because no one will want to navigate "confusion corner" with that level of train traffic. Please consider what that will do to business in the area and tax revenues.

There are really no good reasons to approve this route and this number of trains through Martin County. Please reject the proposal.

Sincerely,

Maureen O'Brien

James F. O'Brien

Gail Notanowicz
3008 SE Rasoon Way
Stuart Fl.
34997
October 8, 2014

Federal Railroad Adm.
1200 New Jersey Ave. SE.
Room W 38-31
Washington DC.

Attention: John Winkle
Re: All Aboard Florida

Dear Sir,

I am not a boater, though I do kayak the Loxahatchee River as well as other Florida waters.

My concern is mainly with the environmental impact statement. All aboard Florida chose the consultant, paid the consultant and takes direction from the Federal Railroad Administration. This truly is not good form. The public is short changed by not having the benefit of an independant environmental study. I feel this glaring error should be rectified with a fair,

II

independant study.

Also, the finding that the addition of a third track and 32 trains a day through Johnathan Dickinson Park would not jeparding any listed species or modify any designated critical habitat doesn't ring true.

The Eastern Indigo Snake is listed as a federally threatened species in Florida due to loss of habitat. It shares lines with Gopher Tortoises, who themselves are endangered, protected and live in Johnathan Dickinson Park as well

Additionally, deer, Sandhill Cranes, Eagles, wild turkeys, foxes, Bobcats and over 140 species of birds including the Florida Scrub Jay which is listed by USFWS as Threatened are found here

The increase levels of noise

III

and vibration is sure to adversely affect these critters as well as human visitors to the park.

All along the Treasure Coast we will feel disruptions at grade crossings and intersections while receiving no benefit whatsoever from all aboard Florida.

For these reasons and many more not even mentioned I am opposed to All Aboard Florida.

Sincerely,

Gail Notonowicz

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 PROJECT WILL BE DANGEROUS TO THE STUART COMMUNITY.
THE RAILS RUN THRU CENTER OF STUART WITH MANY ROAD CROSSINGS. THIS WILL IMPACT SAFETY AND EMERGENCY RESPONSE.
THE TRAIN MUST SOUND THE WHISTLE MANY TIMES AS IT CROSSES THE ROADS AT ALL TIMES DAY AND NIGHT.
THIS IMPACTS ENVIRONMENTAL AND INCREASES NOISE POLLUTION

THE TRACK SHOULD BE INLAND AWAY FROM HIGHLY POPULATED COASTAL COMMUNITIES TO ELIMINATE BOATING ISSUES OVER RAIL BRIDGES AND SAFETY ISSUES IN MANY COMMUNITIES.

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

Dear Mr Winkle and
the Federal RR administration;

Please DO NOT
put the additional high
speed trains through our
little town of Stuart, FL.
It will be a disaster.

Please consider another
route —
Thank you
Carol Newton
Martin County resident

Carol Newton
Lot 34
4300 SE Saint Lucie Blvd.
Stuart, FL 34997

October 21, 2014

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

As a senior citizen with several health issues, I am writing to express my concerns about the detrimental effects that the All Aboard Florida project will have on public safely, especially emergency services.

In Stuart, Florida where I live, the tracks that AAF will run on bisect the city. With the current 14 freight trains operating daily, there are already occasional delays for ambulances and police cars at the crossings, as well as for doctors trying to get to the hospital to care for patients. AAF will add 32 more trains, and I understand that Florida East Coast Railroad is planning to add up to 12 more freight trains per day. Certainly this additional rail traffic will increase the probability of emergency service delays, which can be deadly.

To illustrate the problem more clearly, I have attached a copy of a letter that was sent to AAF by the CEO of the Martin Health System. To my knowledge, the response that was requested of AAF has not been received by the Martin Health System.

I am very opposed to the AAF Plan. Please do what is in your power to stop this project.

Sincerely,

Richard C. Nell
50 SE Ocean Blvd, Apt 305
Stuart, FL 34994-2222

October 14, 2014

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

Dear Mr. Winkle:

I am writing to you to express my opposition to the All Aboard Florida project as it is currently planned. My concerns are focused on the negative impacts that the project will have on Martin County and the other counties that comprise The Treasure Coast.

The AAF project must be viewed in its entirety. The infrastructure improvements that will be made using RRIF loan funds will not only enable the AAF project. They will also facilitate AAF's sister company, Florida East Coast Railroad's (FECR), plans to increase their freight traffic from the current 14 trains to 20 trains by 2016 and 25 by 2026. Because of the improved infrastructure, the FECR trains will be longer and travel faster than the current ones.

With the 32 passenger trains operating only between the hours of 5AM and 9PM daily, it is probable that most of the freight train operations will take place during the night. The noise and vibration caused by the faster and longer diesel powered trains are more noticeable, annoying and harmful when most residents who live near the tracks are sleeping or trying to sleep.

The draft EIS deals almost exclusively with the environmental impacts of AAF's passenger trains, not the additional freight trains. It is ridiculous to believe that 57 trains per day versus the current 14 trains will not substantially exacerbate the traffic, public safety, noise, vibration, property values, etc., concerns expressed by Treasure Coast governments, businesses, emergency agencies and private citizens.

The AAF project and FECR's freight expansion plans will collectively have a significant detrimental effect on the quality of life from Northern Palm Beach County to Brevard County. Although the alternative to use the Western tracks owned by CSX has been rejected by AAF, it should be explored further. That alternative may cause a reduction in the profits of AAF and FECR, but it will allow their projects to take place and without the serious negative impacts on Florida's Treasure Coast.

Sincerely,

Richard C. Nell
50 SE Ocean Blvd, Apt 305
Stuart, FL 34994-2222

Nancy Neild
12 Miramar Rd., Stuart, Fl. 34996

October 30, 2014

John Winkle, Transportation Industry Analyst
Federal Railroad Administration
1200 New Jersey Ave., S.E. (Rm. W38-31)
Washington, D.C. 20590

Mr. Winkle –
With this letter, I am sending a sincere request on behalf of those of us who know that "All Aboard Florida" is going to cause immense problems. Therefore I have decided the need for my personal letter to spell out what will be the ultimate destruction of what our community has built and perfected in the way of being an inviting spot/utopia here on the East Coast of Florida to visit and possibly eventually reside.

Tuesday I spoke with Mike at your offices, via telephone, wanting to know what your title is with the Federal Railroad Administration. I asked that question because after fifty plus years as a secretary it is only normal when addressing a letter to an organization that person would have a "title". (That did not appear in the Stuart News Oct. 26th, and therefore prompted my call).

You would have to live here in order to comprehend what will happen in the course of a day when, and if AAF, gets their way. There are twenty-seven crossings in Martin County. When a freight train has tied up a crossing for at least five to seven minutes causing backups, it then takes at least another twenty minutes to regain normal flow. Now AAF is going to place thirty-two passenger trains into the mix. What is going to happen to an ambulance, a fire truck on their way to an emergency that would need to cross the tracks on their way to either respond to a fire or deliver a victim to the hospital and has encountered one of the 32 AAF trains, or a freight train? Folks, you have surpassed my understanding of your intellect at how having this much traffic on the rails wouldn't cause deaths and destruction.

We are also a boating community – "Sailfish Capitol of the World".
When first residing here we contended with bridge openings to let the sailboats and larger yachts pass thru the waterway that connects the West Coast of Florida to the East. Fortunately within the last fifteen years three bridges have been replaced and now sailboats, yachts and those sport fisherman can travel without having to go thru the exercise of waiting for opening times on their

travels. "AAF" would eliminate all that had been accomplished in moving boat traffic in a timely manner and creating pollution along with those vehicles waiting the extra time they have created in the wait to get to their destination. A speedy train will not eliminate nor diminish all of those pollutants/green house gases.

So... for "AAF" to come into Martin County with their thirty-two trains a day to transport humans to Orlando will take us back to the time forty years ago when we first became residents. Just long waits without benefit to anyone but the financially fat cats who have come up with this monstrous plan. **MY** personal take on this is; why integrate human transportation on tracks where freight runs? They should remain as freight only. We know that freight must continue to use these tracks by the FEC. NOW – instead of continuing from Palm Bch. north into Martin, St. Lucie, and Indian River Counties take the "AAF" train (supported by private financially funding or whatever they can bilk out of the government) onto the tracks that are already in use for human travel which goes from somewhere in Palm Bch. County up thru Okeechobee and onto Orlando.

I will expect a reply that is written to address what you will do **for us** and not what those supporting "AAF" will do to appease us. Hopefully, you will place yourself in our position and what you would do were you in the same "boat".

Sincerely,
Nancy E. Neild
Nancy E. Neild

Copy: The Stuart News

Phone 772-287-4159

September 23, 2014

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

Dear Mr. Winkle:

The phrase " Common Sense Isn't Common Anymore " is the best definition I can think of regarding the All Aboard Florida fiasco.

Your agency is telling Florida Taxpayers that ABF is the greatest thing since Apple Pie yet it really is hogwash.

This railroad is going to make life very difficult for the residents of the Treasure Coast. The very essence of a decent lifestyle should not be interrupted by freight and passengers trains.

All of the following has been brought up to the AAF, but here it goes again:

Bad for environment
Emergency vehicles
Vibration
Category 5 Hurricane
Noise

915 TOMORROW PL
STUART FL 34997

Crossing gates and loud horns
Getting to Work on time
School buses getting kids to school on time
Draw bridge for boats, traffic will be backed up for blocks.

The idea that this plan will lesson traffic on 95 is absurd. People love to drive and they aren't going to depend on rental cars or a passenger train to take them where they want to go.

Fifty two trains passing through downtown Stuart and Jensen Beach at 70 miles per hour is inconceivable.

In this morning's Stuart News another article "AAF releases broad mitigation outline to offset negative effects". I think the watch word here is Broad. All of the 19 proposed steps will never happen. They are just the beginning of "keep the Taxpayers guessing" and eventually we can all pull the wool over their eyes.

Last but not least the projection that 1,000,000 people will be using the passenger trains is a bit over the top.

For all practical purposes the AAF railroad has to go through the middle of Florida that is the only thing that makes common sense.

Sincerely,

Paula J. Mulcahy
Stuart, Fl.

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

AAF_comments@vhb.com

As it is proposed, the All Aboard Florida project is unacceptable to the majority of residents in the Stuart area. Many issues are involved, especially quality of life and degradation of community. The impact on humans and animals is far too much with little or no benefits for our area. The traffic congestion, noise and vibration, marine issues, safety, air quality , as well as damage to the natural environment clearly show that it is in our best interests to revise the plans and locate it west of the original route.

Respectfully yours,

Mary Morrow

Mary Morrow
3799 SE Gatehouse Circle
Apt 8
Stuart, FL 34994

831-917-4155

marygmorrow@gmail.com

November 2014

Mr. John Hinkle FRA
1200 New Jersey Avenue SE
Room W38-311
Washington DC 20590

Dear Mr. Hinkle,

I'm asking you to please do anything within your power to prevent the irreparable harm that All Aboard Florida will cause my family and me. I have grandchildren as young as four yrs. old and a 95 yr. old father who will have their safety, quality of living and peace taken from them.

With hope you can help me -

Sally Moore
6313 SE Canterbury Lane
Stuart Florida 34997

Janice K. Miller
4228 S. E. Frazier Court
Stuart, FL 34997

Federal Railroad Administration
1200 New Jersey Avenue S.E.,
Washington, DC 20590

October 23, 2014

Gentlemen:

My husband and I have lived in Stuart for more than twenty years and have seen the town become a lovely residential area.

We now have a great theatre, terrific restaurants, and a thriving tourist business; with fairs, craft shows and music events. In addition, we have a fine hospital with many specialists, doctors, and dentists, etc. nearby.

All Aboard Florida will kill our little town and the small businesses that it has generated. We will lose 40 parking spaces and no longer be able to get back and forth from the center of town without encountering delays caused by the trains. The railroad will also interfere with medical and fire emergencies plus the boat traffic will especially suffer because of the multiple bridge difficulties.

How can you willfully ruin a lovely residential area in favor of cargo trains? We feel that you have been unduly influenced by the company who will most benefit from this fiasco.

Very truly yours,

Janice K. Miller

Janice Kirby Miller

10/8/14

Dear John Winkle,

I recently moved here in Florida in February. I am writing to tell you I do not think that Florida needs this train. I live very close to Monterey & Dixie Hwy., traffic gets badly backed-up with the trains that run through the area now. I can't imagine what that other train will do to traffic, if it is allowed to run through Florida.

I, for one am against All Aboard Florida.

Taxes are high enough, why create more tax problems for the citizens of Stuart & other cities?

Sincerely,

Janette Wilamowski
2950 SE Ocean Blvd.
#13-2
Stuart, FL 34996
772-210-2933

P.S. I am a tax payer & own the condo I live in.

Christine Mc Carthy

Dear Mr. Winkle,

I am from Stuart, Fl. and "All Aboard Florida" would disrupt the down Town terribly and the bridge across the river completely stops all the boats, commercial or private boats.

Moving All Aboard Tracks to the West would be the smartest move.

Thank you,

Christine McCarthy
2600 S.E. Ocean #BB5
Stuart, Fl.

ROBERT K. MAUTZ

October 10, 2014

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

Regarding: damage wrought by proposed high speed rail through coastal Florida villages

Dear Mr. Winkle;

Developed nations support passenger rail transport. We here in Florida appreciate the concept and the advantages it can provide. The proposal for a rail connection between Miami and Orlando may eventually prove cost effective, when secondary public transportation is available at each terminus.

The proposed route to initiate improvements to the FEC freight track is simply put, in the wrong place. When towns like Stuart, Jupiter, Jensen Beach would have to endure the wholesale disruption by frequent rail traffic bisecting their communities with absolutely no benefit, no stops, the proposed route is folly.

Other, vastly more suitable tracks exist west of our villages. Surely, you are aware. AMTRACK uses portions of these right-of-ways.

On a personal level, I am a year round resident. My single family house is a mere five blocks from downtown Stuart with FEC heavy freight traffic hourly. FEC owns their right-of-way. Residents suffer noise and congestion due to the routing decisions made a hundred years ago.

We support passenger rail transport. Routing through fragile coastal villages must not be approved.

Thank you

633 channel avenue stuart florida 34994 bertmautz@netzero.com drivingafterdark.tumblr.com

Sept. 22, 2014

Dear Mr. Winkie,

Please do everything possible to stop "A A F." It is wrong for Florida! It will produce chaos.

Respectfully,

Lois + John Mancini
1608 S. E. Cypress Glen Way
Stuart, Fl. 34997

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 33497

November 9, 2014

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

Re: Draft Environmental Impact Study (DEIS)
For All Aboard Florida Project

Dear Mr. Winkle:

The most serious impacts from enabling the expansion and improvement of the FECR system will be not from the non-passenger service (for Treasure Coast residents) of AAF, but from the legally unlimited freight traffic that will no doubt ensue.

Consider the following: **Cumulative Traffic Impacts**

FECI/FECR has a legal right to carry an unlimited amount of freight traffic on its lines.

FECI/FECR expects to capture a very large share of the freight traffic brought on by the Panama Canal expansion and related improvements to the ports of Miami and Fort Lauderdale.

FECI has no experience in providing scheduled passenger rail service nor has it previously expressed an interest in providing such service.

The increased capacity to handle freight traffic will be enabled by the AAF track and system improvements.

The US DOT/FRA has an obligation to take these considerations and their impacts on the communities in which AAF will operate into account in making any decisions relating to loans and establishment of AAF operations.

The DEIS largely ignores these impacts on coastal communities and towns as they relate to the potential COMBINED increase in traffic from freight and from AAF. The document takes FECI's representations of current train length and number of trains as fixed and immutable when the company has talked in the past of longer and more trains.

The maximum utilization of the train system can be analyzed and predicted by independent freight and passenger railroad operations engineers and consultants. Prediction of these limits is necessary to evaluate the cumulative potential impacts on these communities as to their business, social, and environmental health.

Impacts arising from cumulative freight and passenger traffic are at the heart of the problems and the opposition. Failing to investigate them would be irresponsible and taking the word of FECI as to their future intentions relative to freight traffic is not reasonable. The issue demands that FRA seek answers from independent professional sources.

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 33497

There are indications that with more and longer freight trains than what was used in the DEIS, the average crossing closing times will be stretched to 16 – 25 minutes per hour.

This level of traffic will tend to strangle these communities.

HOW DOES THE FRA INTEND TO RESPOND TO THESE CONCERNS?????

Very truly yours,

Dennis C. Lyndon

Comment Reg. # 1006

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 33497

November 9, 2014

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

Re: Draft Environmental Impact Study (DEIS)
For All Aboard Florida Project

Dear Mr. Winkle:

The DEIS analysis of safety issues, particularly at grade crossings, is woefully inadequate. For example consider the following situation:

Crossing Safety

In some residential areas of Martin County AAF trains will achieve speeds up to 110 miles per hour. The DEIS claims that an intersection (grade crossing) can be closed down in 30 seconds (not likely plausible for ALL intersections). At 110 mph a train will be about 1 mile away when the intersection begins to shut down.

Let's assume for discussion and analysis that there is an accident at the next crossing creating an obstruction:

1. How long in time and how far in distance does it take to stop this train?
2. How long and how far does it take to stop the typical 8500 foot freight train traveling at 60 mph?
3. What, if any, is the role of the Positive Train Control in this situation, is it just a buzz word, how does it work in a hazardous situation, and what will be the result if the crossing gates have actually closed around the obstruction?
4. What actually stops the train? Can the train operator actually see an obstruction (car, truck, baby carriage, bicycle) one mile away? Can he see it at night or in all weather conditions?

The DEIS needs to address these and other similar issues involving high speed trains at grade crossings and it needs to do so professionally and in-depth. Grade crossings in the numbers this system will face will consistently pose safety hazards. Most high speed rail systems go to considerable lengths to avoid such crossings. Amtrak had them all removed between Washington DC and New York City and all but 11 in one small waterside Connecticut County between New York City and Boston. AAF on the other hand, seems to relish the prospect of greater conflict at crossings, particularly with higher freight traffic.

What is the FRA plan to address all of these issues?

Very truly yours,

Dennis C. Lyndon
Comment Reg. # 1005

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 33497

November 9, 2014

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

Re: Draft Environmental Impact Study (DEIS)
For All Aboard Florida Project

Dear Mr. Winkle:

The following are some of my comments and observations relative to the overall impacts of the proposed project and the manner in which the FRA is handling public response to the project.

AAF Public Meeting Comments

Imagine what would be the reaction if the DOT proposed putting an Interstate Highway through these communities. The effects of the increased passenger and unlimited freight traffic will do similar damage.

The AAF trains plus the additional freight traffic enabled by AAF track system upgrades will create serious adverse impacts on coastal communities north of West Palm Beach. These include:

1. Extensive delays and interference with EMS, police, and fire department calls & operations
2. Heightened risks to safety at grade crossings for vehicles and pedestrians
3. Increased risks to children and pedestrians at the tracks between road crossings
4. Noise and vibration
5. Depression of business and social activities in towns due to access restrictions and disruptions
6. Adverse pressure on property and business values
7. Higher taxes due to crossings maintenance and declining market values of homes & businesses

The DEIS does not adequately examine alternatives for mitigating these problems

The public meetings called by USDOT/FRA have the look and feel of staged sales promotions for AAF and FECI rather than sincere attempts at public discourse. They have been a big disappointment for citizens looking for an unbiased dialogue with their government authorities.

The way these meetings have been handled calls into question how citizen comments will be received and analyzed.

Please realize that these coastal communities have rights and that we will fight for them. If this were simply a question of passenger service alone, that would be a manageable problem. When the track system is upgraded it will be able to carry a legally unlimited amount of freight traffic as well. That prospect is a frightening one for these communities. It needs to be studied and evaluated by impartial and professional railroad traffic management experts. That has not happened and it is central to the problems we face.

Very truly yours,

Dennis Lyndon
Comment Reg. # 1004

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 33497

November 9, 2014

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

Re: Draft Environmental Impact Study (DEIS)
For All Aboard Florida Project

Dear Mr. Winkle:

The most serious impacts from enabling the expansion and improvement of the FECR system will be not from the non-passenger service (for Treasure Coast residents) of AAF, but from the legally unlimited freight traffic that will no doubt ensue.

Consider the following: **Cumulative Traffic Impacts**

FECI/FECR has a legal right to carry an unlimited amount of freight traffic on its lines.

FECI/FECR expects to capture a very large share of the freight traffic brought on by the Panama Canal expansion and related improvements to the ports of Miami and Fort Lauderdale.

FECI has no experience in providing scheduled passenger rail service nor has it previously expressed an interest in providing such service.

The increased capacity to handle freight traffic will be enabled by the AAF track and system improvements.

The US DOT/FRA has an obligation to take these considerations and their impacts on the communities in which AAF will operate into account in making any decisions relating to loans and establishment of AAF operations.

The DEIS largely ignores these impacts on coastal communities and towns as they relate to the potential COMBINED increase in traffic from freight and from AAF. The document takes FECI's representations of current train length and number of trains as fixed and immutable when the company has talked in the past of longer and more trains.

The maximum utilization of the train system can be analyzed and predicted by independent freight and passenger railroad operations engineers and consultants. Prediction of these limits is necessary to evaluate the cumulative potential impacts on these communities as to their business, social, and environmental health.

Impacts arising from cumulative freight and passenger traffic are at the heart of the problems and the opposition. Failing to investigate them would be irresponsible and taking the word of FECI as to their future intentions relative to freight traffic is not reasonable. The issue demands that FRA seek answers from independent professional sources.

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 33497

There are indications that with more and longer freight trains than what was used in the DEIS, the average crossing closing times will be stretched to 16 – 25 minutes per hour.

This level of traffic will tend to strangle these communities.

HOW DOES THE FRA INTEND TO RESPOND TO THESE CONCERNS?????

Very truly yours,

Dennis C. Lyndon

Comment Reg. # 1006

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 34997

November 9, 2014

Honorable Anthony Foxx
Secretary, US Department of Transportation
1200 New Jersey Avenue, SE
Washington DC 20590

Re: FRA Sponsored
Public Meetings on
All Aboard Florida

Dear Secretary Foxx:

I am a Florida resident and taxpayer. I attended 2 public meetings sponsored by DOT/FRA on the proposed expansion of the Florida East Coast Industries (FECI) rail system from West Palm Beach to Orlando via the coastal community route. At the first meeting in West Palm Beach on 10/29 I verified with Mr. Kevin Thompson, the senior FRA representative, that FRA had 2 reps to meet with the public, that there was one from the Army Corps of Engineers, and then 27 reps from consulting organizations hired by AAF/FECI through FRA. Mostly the latter were talking to themselves as the room hired for the event had a total capacity of only 49. At the event held the next day in Martin County there were nearly a 1000 of the public in attendance, counting only those that signed in, which I did not do.

Both of these meetings had the look and feel of sales promotion events in which AAF/FECI pitched their project under the auspices of the FRA while the public was reduced to a more or less passive role in which they could only respond with written or recorded comments. At one point I witnessed an AAF pitchman tell a group of attendees that he was being paid by FRA. When I stepped in and asked him to clarify this half-truth, that his compensation was really funded by AAF through the FRA, he was somewhat embarrassed. But I have no doubt that he continued with the same misleading presentation both before and after I left.

To the average citizen the process seems to have been corrupted, that the FRA has become a captive of AAF/FECI and an enabler of its project. The process does not seem to be a demonstrably fair and evenhanded method for considering the commercial, social and environmental impacts of this project. It has been handled in a very one-sided fashion. And the DEIS itself is a superficial and pitiful "happy face" applied to the AAF corporate position.

As to the process you have selected, it is apparent from my discussions with FRA and AAF representatives that comments from the public will be received and "processed" by the very same consultants that wrote the very biased DEIS. That is really putting the fox in the henhouse. What assurance is there in this approach that some of these comments from the public will not simply be "disappeared"? It seems to me that the FRA has lost control of its independent role in this matter. The whole process is deeply disturbing to me and many of my fellow citizens. How can we have confidence that our government representatives are looking out for our interests in this matter?

I would appreciate having a well-considered answer to my questions from you or one of your deputies.

Very truly yours,

Dennis Lyndon
Comment Reg. # 1003
Cc: John Winkle, FRA

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 33497

November 9, 2014

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

Re: Draft Environmental Impact Study (DEIS)
For All Aboard Florida Project

Dear Mr. Winkle:

The following are some of my comments and observations relative to the overall impacts of the proposed project and the manner in which the FRA is handling public response to the project.

AAF Public Meeting Comments

Imagine what would be the reaction if the DOT proposed putting an Interstate Highway through these communities. The effects of the increased passenger and unlimited freight traffic will do similar damage.

The AAF trains plus the additional freight traffic enabled by AAF track system upgrades will create serious adverse impacts on coastal communities north of West Palm Beach. These include:

1. Extensive delays and interference with EMS, police, and fire department calls & operations
2. Heightened risks to safety at grade crossings for vehicles and pedestrians
3. Increased risks to children and pedestrians at the tracks between road crossings
4. Noise and vibration
5. Depression of business and social activities in towns due to access restrictions and disruptions
6. Adverse pressure on property and business values
7. Higher taxes due to crossings maintenance and declining market values of homes & businesses

The DEIS does not adequately examine alternatives for mitigating these problems

The public meetings called by USDOT/FRA have the look and feel of staged sales promotions for AAF and FECI rather than sincere attempts at public discourse. They have been a big disappointment for citizens looking for an unbiased dialogue with their government authorities.

The way these meetings have been handled calls into question how citizen comments will be received and analyzed.

Please realize that these coastal communities have rights and that we will fight for them. If this were simply a question of passenger service alone, that would be a manageable problem. When the track system is upgraded it will be able to carry a legally unlimited amount of freight traffic as well. That prospect is a frightening one for these communities. It needs to be studied and evaluated by impartial and professional railroad traffic management experts. That has not happened and it is central to the problems we face.

Very truly yours,

Dennis Lyndon
Comment Reg. # 1004

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 33497

November 9, 2014

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

Re: Draft Environmental Impact Study (DEIS)
For All Aboard Florida Project

Dear Mr. Winkle:

The DEIS analysis of safety issues, particularly at grade crossings, is woefully inadequate. For example consider the following situation:

Crossing Safety

In some residential areas of Martin County AAF trains will achieve speeds up to 110 miles per hour. The DEIS claims that an intersection (grade crossing) can be closed down in 30 seconds (not likely plausible for ALL intersections). At 110 mph a train will be about 1 mile away when the intersection begins to shut down.

Let's assume for discussion and analysis that there is an accident at the next crossing creating an obstruction:

1. How long in time and how far in distance does it take to stop this train?
2. How long and how far does it take to stop the typical 8500 foot freight train traveling at 60 mph?
3. What, if any, is the role of the Positive Train Control in this situation, is it just a buzz word, how does it work in a hazardous situation, and what will be the result if the crossing gates have actually closed around the obstruction?
4. What actually stops the train? Can the train operator actually see an obstruction (car, truck, baby carriage, bicycle) one mile away? Can he see it at night or in all weather conditions?

The DEIS needs to address these and other similar issues involving high speed trains at grade crossings and it needs to do so professionally and in-depth. Grade crossings in the numbers this system will face will consistently pose safety hazards. Most high speed rail systems go to considerable lengths to avoid such crossings. Amtrak had them all removed between Washington DC and New York City and all but 11 in one small waterside Connecticut County between New York City and Boston. AAF on the other hand, seems to relish the prospect of greater conflict at crossings, particularly with higher freight traffic.

What is the FRA plan to address all of these issues?

Very truly yours,

Dennis C. Lyndon
Comment Reg. # 1005

Dennis C. Lyndon
5070 SE Burning Tree Circle
Stuart, Florida 33497

October 26, 2014

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

Re: Draft Environmental Impact Study (DEIS)
For All Aboard Florida Project

Dear Mr. Winkle:

I believe that the responsibilities of the FRA do not end with the protection of flora and fauna; people and their communities matter just as much or more. The Draft Environmental Impact Study (DEIS) for the All Aboard Florida (AAF) project has a central defect in that it fails to address, in fact largely ignores, the impacts on coastal communities of COMBINED passenger and freight traffic at and above current levels. If the issue were only AAF passenger service traffic, the problems would be manageable. BUT, Florida East Coast Industries (FECI) is a FREIGHT management business with major investments in the coming explosion in freight traffic. The expansion of the Panama Canal and growing capacity enhancements to the ports in Miami and Fort Lauderdale have been made in anticipation of a strong addition to the amount of freight coming from the south of Florida.

The AAF improvements to the FECI coastal corridor system will allow the company to add a legally unlimited amount of freight traffic to new lines running through our communities. The DEIS completely and conveniently ignores the potential strangulation caused by this high level of traffic on the coastal communities between West Palm Beach and Cocoa, Florida. The DEIS analysis of grade crossing times and levels of service is quite superficial. It ignores the potential increased crossing closures and delays from additional freight traffic with more and longer trains. For example, if only 2 freight trains per hour of up to 14,000 feet in length (based on previous projections from FECI) and two AAF passenger trains utilize a typical grade crossing, the closure times expand to +/- 16 minutes per hour. Under certain circumstances at intersections in Stuart and Tequesta, these times could stretch to 25 minutes per hour.

This sort of repeated and consistent closure of community arteries will eventually lead to the failure of these communities and should not be tolerated under any circumstances. Certainly this threat needs to be studied, understood and, if necessary, regulated. Nobody in his right mind would entertain running an interstate highway through the middle of these communities, but FECI is attempting to achieve the same effect with its railroad expansions. The profits of Fortress Investments do not trump the safety and viability of these coastal communities. It is time for responsible leadership in government (state and federal) to take a serious look at moving this traffic to the west.

We hope you and your colleagues in the US Department of Transportation will join us in achieving this more attractive and appropriate result.

Very truly yours,

Dennis Lyndon
772-872-6611

All Aboard Florida Project

TO: John Winkle

Dear Mister Winkle. I am writing you in protest of the All Aboard Florida Project. This project will disrupt life in town in Florida that has no benefit for the populations of small businesses along this route. The traffic as it stands now interrupts traffic flow that, at times, is infuriating Additional trains along this route will cause unnecessary delays. The business owners who invest in the small towns will be forced to limit hours due to lack of business or completely shut down. I live in Stuart, Florida and know first hand how businesses will suffer from this project.

I understand that the funds for this project may have more funding from the All Aboard Florida project. They does not change the fact it will do irreparable harm to not only the business but also the citizens that enjoy the small town atmosphere. Downtown Stuart is a great town to shop and dine. It would be devastating for all other towns if this project goes through as planned.

I would appreciate you listening to my thoughts of myself and fellow citizens in this matter.

It would be refreshing to find that the citizens are listened to instead of the money talking.

Sincerely John Lynch

John Lynch-

11/9/14

John Wimble
1200 New Jersey Ave
Washington DC 20590

Dear Mr Wimble

I am asking that the all aboard Florida project be stopped. It will cause a major disruption in the City of Stuart. I don't understand why it cannot run out west if it is to proceed.

Sincerely

Donna Lopes
803 SE Parkway Dr
Stuart FL 34994

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

Regarding the disastrous plan of All Aboard Florida/Fortress Investment Group creating a route from Miami to Orlando all along the heavily populated Treasure Coast of Florida: SAFETY, SAFETY, SAFETY, is of utmost concern! These additional tracks and trains will simply endanger all persons and wildlife who live along this corridor. Adding these passenger and freight trains, without numerous mitigating flyovers and/or tunnels, will endanger and ruin the lifestyle of residents; first responders will not be able to efficiently respond; those people who need to cross the tracks daily, several times a day, either for work or school will be subjected to hazards posed by this project. Although a more western route may be more costly for AAF, it is the ONLY sensible route and will benefit AAF and residents in the long run. The route would be shorter, with less danger and disruption; it would benefit the sparsely populated area, creating jobs and services there, and would avoid the disasters that would inevitably occur with the planned eastern route; there is more land there for the double tracks that will be needed; AAF would not need to spend monies for quiet zones; trains carrying hazardous materials would not enter populated areas. PUBLIC SAFETY AND ENVIRONMENTAL ISSUES SHOULD TRUMP PROFIT!!!! OVER A MILLION PEOPLE IN MARTIN, ST IUCIE AND INDIAN RIVER COUNTIES WILL BE NEGATIVELY IMPACTED BY THIS DANGEROUS PROJECT. PLEASE MOVE THE TRACKS OUT WEST!

Donna Long
5885 SE General Lee Terrace
Stuart, FL 34997

Donna Long

October 15, 2014

Mr John Winkle
Federal Railroad Adm.
Washington DC

Dear Sir:

Please be advised that I am adamantly against the proposed "All Aboard Florida" as has been presented.

These train tracks go through many towns, Port Salerno and Stuart in particular where I live. This many trains would ruin all our way of life as they would be coming right after one another. There is already a problem at times with the long freight trains that cause lengthy delays.

Commerce in all these towns along the way would come

to a halt. The impact would be enormous. Tourists would no longer come and it would no longer be a desirable place to live.

It would ruin the economy of the whole east coast of Florida.

It was a bad idea in the beginning and hasn't improved.

Please do not ruin this beautiful coast of Florida

Sincerely

Lillian K Lockwood

Mrs. Lillian K Lockwood
4560 SE Glenridge Trl
Stuart, FL 34997

525 E. KEUKA TER
STUART, FL 34997
OCT. 27, 2014

JOHN WINKLE
FED. R.R. ADMIN.
1200 NEW JERSEY AVE, S.E. ROOM W38-31
WASHINGTON, D.C. 20590

DEAR SIR:

ALLOWING ALL-ABOARD FLORIDA TRAINS TO SPEED REGULARLY THROUGH KEY POINTS BY WHICH WE RESIDENTS ACCESS THE EASTERN PART OF STUART FOR HOSPITAL SERVICES, DOCTOR'S OFFICES, LIBRARY SERVICES, ETC, WOULD PRESENT A DISASTROUS DISRUPTION TO OUR WAY OF LIFE. DANGEROUS, ALSO.

IF THE ALL-ABOARD FLORIDA PLAN FOR THE FAST RAIL SERVICE SOUTH FROM ORLANDO, IS A "MUST" IN THE MINDS OF THE "POWERS-THAT-BE", LET NEW TRACKS BE SET UP WEST OF I-95 AND THE FLORIDA TURNPIKE TO CONNECT WITH WEST PALM BEACH. THIS WOULD SPARE US FROM THE PLANNED DISASTROUS DISRUPTION.

SINCERELY,
Helen G. Litwak
(HELEN G. LITWAK)
(A 91 year old resident of Stuart, Florida.)

Darlene M. Lee
275 NW Flagler Avenue, 7-402
Stuart, FL 34994

November 19, 2014

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

Dear Mr. Winkle:

I am a resident of Stuart, Florida and the Secretary/Treasurer of the Harborage Yacht Club #7 Condominium Association. The Harborage Yacht Club and Condominiums are situated on the east side of the Florida East Coast Railroad (RR) Tracks between two crossings 3,000 feet apart between Fern Street and Alice Avenue. Our nine condominium buildings are a scant 79 feet from the tracks. We will be irreparably harmed by the All Aboard Florida (AAF) Intercity Passenger Rail Project unless current plans are amended to require realignment of the rail tracks west of I-95. If, as most Treasure Coast residents suspect, this proposal has already been rejected, the Federal Railroad Administration should require AAF to make all crossings within the City of Stuart safe and quiet.

I have examined the Draft Environmental Impact Study (DEIS) prepared for AAF and believe it falls far short in its analysis of Martin County and the City of Stuart.

I do not believe the DEIS adequately addresses our community's concerns with respect to crossing safety, noise pollution, train vibrations, emergency response times and disruption of marine navigation by the change in operations of a bascule bridge almost 100 years old. I believe DEIS understates the navigational use of the St. Lucie River under the RR bridge. Marine Traffic, exiting marinas, yacht builders, repair facilities, brokerages, and private docks were under counted.

The Stuart RR Bridge was built in 1920's. The track segment through downtown Stuart is the only segment within the project limits that will remain single tracked. The more than threefold increase in train whistle noise pollution and vibrations will adversely impact neighborhoods on each side of downtown Stuart. I believe the effect of increased bridge openings on automobile traffic delays are not fully addressed in DEIS — the Report only

evaluated traffic at two intersections, SE Monterey Road and Colorado/SE Dixie Highway. Fern Street, Alice Avenue and other crossings to the south of the City were not evaluated. On a recent Saturday morning, a freight train stopped across both the Fern Street and Alice Avenue crossings blocked ingress and egress for over an hour.

The Harborage has 129 two and three bedroom condos and three offices, with residents of all ages. Delays in securing emergency services as both entrances are closed for trains measurably undermine our emergency response times; increased train whistles and vibrations will degrade our quality of life and make our property virtually unsaleable. AAF should move to and share the existing right of way that already offers passenger service to Orlando. At the very least, safety and quiet zones should be required for Fern Street and Alice Avenue. Federal highway sound barriers would be required for far less densely populated areas.

Last, there is no justification for a Federal loan guarantee for a project that will ultimately degrade this community and the Treasure Coast. If it is going to happen, let it be private money and private guarantees.

Thank you for your consideration.

Sincerely,

Darlene M. Lee

Darlene M. Lee

11/17/14

Lionel & Cynthia Lamoureux

1321 S E Brewster Pl

Stuart Fl. 34997

Dear Mr. Winkle,

We would both like to go on record to tell you that the All Aboard High Speed train proposed to go from Orlando to Miami sixteen times a day thru Stuart would be a terrible mistake.

It will be extremely dangerous and will certainly cause numerous injuries.

It will cause traffic nightmares.

It will make it difficult for emergency services to get to the hospital.

It will cause numerous other problems which I am sure you have been made aware of.

Please do whatever you can to prevent this project from going forward.

Thank you.

Lionel Lamoureux

Cynthia Lamoureux

Lionel Lamoureux

Cynthia Lamoureux

B. TRIMBLE
6865 PAIFIC DR.
Stuart, FL. 34997

MR. John Winkle, Federal RR Aministration
1200 New Jersey Ave S.E. Rm. W38-31
Washington, D.C. 20590

October 6, 2014

Dear Mr. Winkle,

As adiministrator ~~ab~~ of above Federal agency, you really need to pay more attention to "All Aboard Florida", based in Miami. This is a very small group of very wealthy people on the way to destroying three of the most important counties in Florida, Martin, St. Lucie, and Indian River.

They have put their destructive plan together "behind closed doors" and the thousands of tax-paying citizens of these counties have learned of it only in the past few months. It will destroy the economy and the ambience, and the environment (noise, vibration and potentially dangerous inconvenience) for thousands of people who have lived here in peace and quiet for many years!

It will destroy our cities and towns, since the RR tracks go right through the middle of our commercial

L G G

P.S. I am a devoted Amtrak rider and would appreciate some funding for Amtrak!

districts and there will not even be one stop in these three counties. All we will have is 32 high speed passenger trains every day (in a 12 hour period) blocking our highways, streets and bridges, running between Miami and Orlando for the benefit of the few. They are really doing this to increase freight.

This "All Aboard Florida" is going to be asking the Federal Gov't for a one and a half billion dollar loan for their nefarious deals! Please don't let this happen!!

You have already allowed them to provide the long-awaited "Environmental Impact Statement" which your agency was supposed to have presented last May!

For SHAME! Barbara Trimble

Treasured Lands
FOUNDATION

December 01, 2014

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

Re: AAF Environmental Impact Statement

Dear Mr. Winkler:

I'm writing to specifically comment on habitat impacts and wildlife impacts of the Draft AAF Environmental Impact Statement (EIS) The EIS is rather incomplete in its identification of both plant and animal species that are associated with the project area and in many cases, is limited to, and identified as, desktop review. The values of local knowledge and field verification have been completely dismissed. The EIS is nothing more than a complication agency data and cursory review. A project of this magnitude deserves the devotion of time and resources to allow for adequate review of potential impacts.

Additional concerns lay in the lack of attention to the true impacts on native habitats and wildlife. Little attention is paid to fragmentation of habitats, wildlife corridors, or disruption of critical flyways. The proposed project travels through numerous preserves, parks, and sanctuaries. The "edge effect" of expanding the corridor can have significant detrimental impacts to native habitats by the introduction of adventitious non-native plant species that commonly colonize these areas.

Another major area of concern are the impacts associated with traveling thought State and Federal Parks and Preserves, especially areas adjacent to the Savannas State Preserve, and those areas where the project bisects the Hobe Sound Wildlife Refuge and Johnathon Dickenson State Park. These areas represent the last vestiges of a once expansive Scrub Community, home to countless listed and endemic species including the only Florida endemic bird species, the Florida Scrub Jay. These areas are managed with fire to maintain the scrub jays preferred nesting height of 1 to 3 m. These are low-flying birds often swooping from the nest to access acorns in open areas of the scrub...a recipe for disaster when you add high speed rail traffic. This is only one example of many incidences that can occur and have a potential to be adversely impacted by this project

P.O. Box 2596 Stuart, FL 34995 phone: 772.647.9076 www.TreasuredLands.org

There are inadequate data on the potential for wildlife mortality associated with the increase in train speeds, and traffic. Simply identifying the presence of a species does not protect that species and the EIS does little to address protection or preservation.

I urge you to consider convening a team of independent experts who will properly address and assess the impacts to our native environs and wildlife before this project is allowed to move forward. As an ecologist with over 30 years of experience in South Florida I will gladly volunteer my time to this cause.

Most Sincerely,

Charles W. Barrowclough, Executive Director
Treasured Lands Foundation
P.O. Box 2596
Stuart, FL 34995

October 31, 2014

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

Sir -

I am a resident of Stuart, Florida, where I own property. I am writing to implore you to stop the assault upon the Treasure Coast by, "All Aboard Florida"!

I suggest that you, personally, visit both Stuart and Jensen Beach to see the serious negative impact these trains, going through the very centers of these communities, will have upon the quality of life both environmentally and economically.

Using a more western route, through the center of the state will meet the goal of a Miami - Orlando line without affecting the

safety and serenity of so many. Why would you damage the lives of so many Florida residents for the profit and pleasure of investors and tourists? They don't live in our Community and how they travel from Orlando to Miami doesn't matter. For us, who do, everything is changed and it doesn't have to be when an alternate route is obvious!

Thank you,

Nancy Strang

2929 S.E. Ocean Blvd
144-7
Stuart, Fl 34996
410-451-0491
410-224-0180

Robert W.D. Snyder
5660 Winged Foot Drive
Stuart, Florida 34997-8642

November 1, 2014

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

Dear Mr. Winkle:

AAF will cause irreparable harm to the Treasure Coast. The FRA must reject the RRIF loan request. When the railroad first came to the east coast of Florida, it was nearly uninhabited. Now, on the Treasure Coast alone we number over 600,000. The railroad already has a substantial negative impact on our quality of life. What we must not have imposed on us is three times as many freight and passenger trains further disrupting our lives. Nine factors stand out:

Safety - Unlike Amtrak where there are almost no grade crossings, there are hundreds along the proposed route. Although some pedestrian safeguards are proposed at crossings, over 99% of the route will not be fenced. Quiet Zones and/or Sealed Corridors will only work at crossings. Multiple fatalities caused by trains speeding at up to 125 mph are inevitable.

Emergency Vehicles - Ambulances, police cars, fire engines and other vitally important traffic will be significantly delayed. The projections in the DEIS are totally unrealistic. Because of this and other reasons, municipal governments and both the Jupiter and Martin Memorial hospitals publicly oppose AAF.

Civilian Vehicle Traffic Delays - Three times as many trains, including 14,000 foot freight trains lumbering along, will cause an intolerable increase in delays at all railroad crossings, the sum of which will be several hours per day.

Noise and Vibration - We should not have to tolerate three times as much noise and vibration. Not only is it dangerous to humans, it will accelerate structural damage and further disrupt our wildlife ecological system.

Civic Disruption - In Martin County alone there are four thriving downtown areas where small and moderate sized businesses, government entities and cultural activities would be profoundly affected. Pedestrian and vehicular access to these areas will be disrupted by many more long delays at railroad crossings, not to mention much more noise and

vibration, all of which will make the areas much less viable. As a society, we must not create, either knowingly or unwittingly, more derelict downtown community areas.

Property Values - It's a well established fact that property values will decrease dramatically along the railroad right-of-way and along the inland waterways. According to reliable sources, it's already started to happen, all because of the railroad's plans. Low income and minority citizens living close to the tracks will be especially profoundly affected.

Property Taxes - will increase for two reasons: the decreased tax base due lower property values and the substantial increased cost to maintain road crossings.

Marine Traffic and Bridges - The delays due to more rail traffic are grossly misrepresented in the DEIS. You will soon be provided a truly independent study of the damage AAF and FECR would cause.

Financial Viability - Governor Scott and other officials claim AAF is a private business proposal. Those statements are blatantly false! The RRIF loan, if granted, would be an unwarranted publicly subsidy, if only because the interest rate discount AAF and FECR would receive. Since it would be a public subsidy, we certainly should have access to and be able to comment on the financial projections and proposed collateral for the loan. Even without financial data to review, we doubt whether the project is viable. In that respect, we have expert corroboration. The loans that FECR and AAF have already taken out are rated as JUNK. That shows how the private financial sector rates the project.

In summary, this project is a travesty that would significantly diminish the quality of life of over 600,000 Treasure Coast residents. Publicly subsidized mass transit is fine in densely-populated areas and must be supported where it is warranted. From densely-populated south Palm Beach County to Miami, it may make sense. But, long distance passenger rail all over the world loses money. Amtrak is just one example. Reject the loan proposal! By doing so the Treasure Coast would continue to be a wonderful, thriving and safe place to live.

Sincerely,

Bob Snyder

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 have lived 17 yrs in Stuart I have always found that decisions made by our Representatives to be in our "the People's interest" I would find it incomprehensible if this intrusion of a railway that intends to transit through our small town be allowed !!
in the interest of common sense please do not let this happen it is not conducive to maintaining a safe & healthy environment.

Thank you.

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

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	David Smyrl
Address	Dave & Andrea Smyrl 5750 North East Island Cove Apart 3407 STUART FL 34996 Phone 772 334 5445
email	Please provide your email address if you would like to receive notification when the FEIS is available davesmyrl@Aol.Com

November 9, 2014

John Winkle, Transportation Industry Analyst
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue, SE Room W38-311
Washington DC 20590

Dear Mr. Winkle,
Re: No to Big Choo Choo

I am writing to you regarding All Aboard Florida with compassion and a heartfelt desire to hold up the standards of our beautiful coastal towns and the wonderful town I live in, Stuart Florida.

The beautifully scenic eastern coastal towns being affected by All Aboard Florida (fast rail) are crying over the prospect of this economic and ecological disaster. Specifically our town, Stuart, will not be financially benefited only harmed if All Aboard Florida comes to our coast via the suggested route.

The existing Stuart rail is already constantly in use without any publically known schedule. The closings already have been known to stop boating traffic for more than an hour challenging schedules and more importantly any emergency issues. If AAF is allowed to run more trains causing more closings it will ruin our boating recreation and emergency response, our real estate values will be affected as well as our peaceful downtown. As you know, this existing rail runs smack through our beautiful downtown among already much congested auto traffic known as a great confusion traffic jumble and most importantly pedestrians, the towns people. Our suggested solution is to NOT use existing tracks which were lain so many years ago when traffic and pediatricians were not an issue.

Where the idea of a fast rail coming from Orlando to Miami might be a good one to some, having to go through our small coastal towns is not an option. For their financial gain, let them build a railroad in a less congested waterway and roadway area.

A reminder....I know you know...
Here is a brief rail history of Stuart http://www.stuartmartinchamber.org/our_areas_history.asp
Here is a brief rail history of Jupiter
http://www.jupiter.fl.us/DocumentCenter/View/1927

As you read the history, you will understand the birth of these railways. Auto traffic and pedestrians was not their concern, their goal was commerce! Read Flagler!

Here is a running commentary of letters and info sent in concern of FECI All Aboard Florida. It contains a lot of info and is in very small print, I read enough to rile my feathers...
http://www.tcrpc.org/special_projects/AAF/AAF4.html

Thank you in advance for finding an alternative route and saving our coastal town.

Very concerned, Debra Skowron
Debra

Debra Skowron
1600 SE St. Lucie Blvd 106D
Stuart, FL 34996
772-342-2897

Elizabeth Skiles
2134 NW Alice Avenue
Stuart, FL 34994
November 19, 2014

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

Dear Mr. Winkle:

After much thought and review of the many opinions, facts and so-called "facts", I have not been able to find one solid reason for supporting the plans of the FECI to expand the rail system through the Treasure Coast in southeastern Florida. It makes no sense to impact the citizenry for a gamble that has little chance and to place an inordinate burden on the taxpayers.

The environmental impact statement that was released by the FECI's All Aboard Florida does not adequately address the harm that WILL be done to many of the areas which this proposed increase in rail traffic will affect, especially areas such as, but not limited to, the Savannahs and Jonathan Dickenson State Park. These areas are but two of the few remaining which provide a natural protection not only for the wildlife but to the Estuaries so important to our area. The emissions of the delay in traffic, for one, have not even been included let alone adequately addressed in the EIS. It is curious, too, that this environmental impact review was conducted by the entity that has its own interest in the outcome. That in itself is cause for alarm.

The Treasure Coast is an area that relies heavily on its tourist revenue. I would hasten to say that few tourists at this point are aware of the plans for this rail project. If it should come to fruition, I think it can be guaranteed that there will not only be a hue and cry but a significant loss in the tourist industry. Getting to and from many of the beaches will be a difficult process and that is a most important destination for tourists. The downtown areas of the small but VERY important towns will experience a loss to their ability to survive as many potential customers will not want to deal with the increase in the closings at the many crossings nor with the traffic concerns that will become problematic if not outright dangerous due to these closings. The negative impact, too, on the safety of our citizens and on time considerations for our emergency vehicles is of great concern here where we have the highest percentage of citizens 65 or older.

Apart of the tourist industry, but an enormously important industry unto itself, is the marine industry. My words cannot convey the negative impact that this rail project will certainly have on this industry. The requirements for the bridge openings will cause undo harm not only in the perception but in the factual increase in the dangers of boats being

amassed awaiting passage. A video provided by All Aboard Florida attempted to show how minimal it would be but failed miserably as it misrepresented the passage of boats through the Old Roosevelt Bridge in Stuart, FL, by showing two boats passing abreast. That is not feasible and any mariner will tell you the dangers of attempting such passage through a relatively narrow opening and with the existing currents. The representation by All Aboard Florida was, simply put, fraudulent.

Having had the excitement and pleasure of taking the train in the late forties and fifties from Providence, RI to my grandparents in Miami, FL, I was, at the initial hearing of an improvement in rail service, excited. It is a "romantic" notion. But I assumed it was an improvement in the AMTRAK service. As the information filtered out, I realized that this was nothing more than smoking mirrors, hoping that the "romance" of rail travel would allow FECI to pull a fast one utilizing public funds. The FECI/All Aboard Florida has even played upon that by invoking Henry Flagler. Sir, they are no Henry Flagler. Yes, money to be made was a driving force behind his enterprises, as well it should be, but not on the backs of the general public. And the FEC of Henry Flagler is not today's FEC in any way, shape, or form. As I'm sure you know, it is now a holding of Fortress Investment Group LLC and, too, I am sure you know its lineage and progressions better than I.

In closing I urge you to ***reject*** *any funding of this project be it labeled a "loan", a grant, incentive or "Private Activity Bonds". This project to date has not been transparent and all information provided by FECI/All Aboard Florida has been skewed and developed by and for its own use. Allowing this at the cost of the entire Treasure Coast and the other coastal areas affected and, ultimately, to all taxpayers is wrong. Thank you.*

Sincerely,

Elizabeth Skiles

Elizabeth Skiles

PS I have enclosed copy of email just received which highlights the importance of the Marine Industry.

John Winkle - 31 Oct '14

Subject: AAF route plan

• Against it -

SOLUTION: extend tracks parallel to Tollway + Expressway 95 as it is now, from Miami to W. Palm

Why: A) Speed can be maintained - more DIRECT / less obstacles - interference.

B) Treasure Coast access - can drive / bus to 95, + (board in Ft. Pierce / Vero)

Result: EVERYBODY Happy!!

? Why force speed train to DIVIDE / cut thru NARROWEST part of Treasure Coast land (tossing / throwing people / buildings / businesses on the EAST side into the Atlantic " " WEST " " Crops / farmland)

Joan Skeds
Stuart, Fla. 34994

November 15, 2014

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

Re: Please STOP All Aboard Florida

Dear Mr. Winkle,

We believe that the high speed rail project proposed for the east coast of South Florida is a serious mistake. It will pose a major threat to our quality of life. It will have a major detrimental effect on public health, safety and security. It will create a negative impact on emergency vehicles, patients and physicians traveling to our community hospitals. Our security personnel will have the same challenges. Furthermore, it will cause monumental marine traffic issues which is unacceptable to our residents as well as those involved in the marine industry.

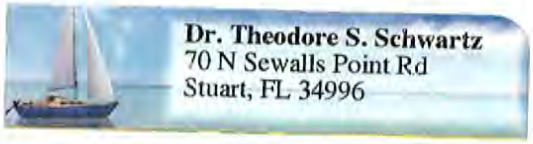
And finally, there are presently two significant rail systems in Florida and BOTH ARE LOSING MONEY AND ARE BEING SUBSIDIZED. THEREFORE, WE HAVE NO REASON TO BELIEVE THAT THE AAF PROJECT WILL BE SUCCESSFUL! Taxpayers do not want to be on the hook for this ludicrous scheme.

WE BELIEVE THAT AAF IS ONE OF THE GREATEST THREATS TO OUR QUALITY OF LIFE IN MARTIN COUNTY. Please do your job and take action against it immediately!

Sincerely,

Dr. and Mrs. Theodore Schwartz & Family

Dr. and Mrs. Theodore Schwartz and Family



All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

— Not through Stuart — Jupiter

— Route via inland rail route

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

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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	Kathryn R. Schnur
Address	7828 SE Doubletree Drive
email	Please provide your email address if you would like to receive notification when the FEIS is available katschnur@gmail.com

LEIGH AND LOIS SCHMALZ
6497 S.E. BALTUSROL TERRACE
STUART, FLORIDA 34997
772-288-5054

October 29, 2014

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

Dear John,

I am writing regarding our opposition to All Aboard Florida. We live in the Mariner Sands community of 770 homes in Stuart, FL. where the current railroad is within 100 yards of the rear property line of Mariner Sands. Our home is 4-500 yards from the train tracks and we currently hear the significant noise of the 20-25 freight trains daily. If the number of daily trains were to increase to over 50 trains, the noise level would be constant and unbearable.

Currently our home is for sale with very few "lookers" over the past 6 months.....All Aboard Florida issue has had a detrimental effect on property values in our community and potential sales generally. We plan to stay in Mariner Sands and hopefully to downsize.....we cannot afford to give our home away however.

Noise problems and depressed property values are just some of the problems facing us and Florida's Treasure Coast population. There is absolutely no benefit for All Aboard Florida to the communities north of West Palm Beach.....only a negative impact as follows: delays in emergency response; severe traffic congestion; safety issues; problems for local businesses; prospect for higher taxes and marine disruption.

The most logical answer to resolve the many issues confronting All Aboard Florida along Florida's Treasure Coast is to run these commuter trains (and expected added freight trains) on existing tracks inland from the tracks in question. If we are to believe climate change could render the coastal areas of Florida under water within the next 40-50 years, does it not make sense to plan for the future and begin developing more inland area of Florida through an expanded railroad system.

Further, if All Aboard Florida succeeds in adding 32 commuter trains, and in the long term more freight trains, to the existing tracks along the East Coast of Florida, sound barriers constructed adjacent to the Mariner Sands property line in close proximity to the existing tracks must be required.

Sincerely,

Lois and Leigh Schmalz

MARGOT SCHLEGEL · 5527 NE GULFSTREAM WAY · STUART, FL 34496

Dear Sir,

this railroad increase coming thru our relaxed town will ruin everything - our peace, our deliveries to restaurants - our ambulances on hospital calls - our Town will be totally divided as the tracks go down the middle of town - school buses, police cars + every individual will be more than inconvenienced. It is a totally unfair thing to do - MUST the

route farther west along the Turnpike between Jupiter and Melbourne — There are no stops at these Towns just noise, disturbance and danger so move west & leave us our peace & quiet.

Place stamp Here

THIS SIDE FOR ADDRESS

We have an old bridge that must be replaced due to the speed — + we have many boats that will be trapped in their docking + unable to get to the ocean by the bridge being open for such long + frequent periods

9-20-14

Mr. John Hinkle,

I am writing to you today because I am very upset about All Aboard Florida coming through Stuart.

The impact on our Small Town Stuart will be Unacceptable.

Our way of life will be disorganized in so many ways. The noise, Vibrations, Rail Crossings, Parking changes etc. No Way.

Please do what you can to stop this from pass Stuart. Move West

I'm a resident for 28 yrs & Love every minute but now I'm very upset.

Sincerely,
M. E. Sovarese

P.S. We dont want to be like Miami or Orlando

1800 SE ST. LUCIE BLVD # 2-208

STUART FL 34996

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Comments:

(1) AAF has not adequately addressed the issue of the likely impact of frequent trains on access to and response times of emergency response times. In Stuart, where crossings are within short distances traffic may be delayed & "blocked in" as trains pass through crossings of less than a few miles from one another.

(2) AAF claims trains will clear crossings in less than 60 seconds. In Stuart, where the near 100 year old St. Lucy River RR bridge will only be single tracked, this is unlikely if not impossible. How will you mitigate issues of train & traffic backup, and the potential failure of this relic.

(3) The St Lucy River RR bridge does not allow enough vertical clearance to allow even small boats with Tee tops to pass. With the backup of trains likely due to single track, boat traffic could be stopped for many hours per day, having significant economic impact on Stuart.

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	Roseann Ryba
Address	3940 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 roseann.ryba@yahoo.com

FRA
Comments, Roseann Ryba
Stuart, FL.

(4) The residents of Stuart are furious that our entire Treasure Coast was judged to be inadequate or uninterested in having a stop in the Treasure Coast. It is obviously a matter of special interests and their economic benefit that lead to the decision not to offer even one stop between Palm Beach and Orlando. Towns along this route suffer all the inconveniences, risks, and economic & ecological impact with none of the benefits. AAF should reconsider adding at least one stop on the Treasure Coast if it truly is committed to passenger as opposed to freight service.

(5) The environmental impact study doesn't hold water. Lessening emissions doesn't justify the potential negative impact to the many rivers & streams & wildlife on the route.

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Comments:

- Do not use public funding for private venture
- Emission Reduction does not take into consideration wait times for cars and boats!
- Closing time of bridges are unrealistic
- Impact on real estate values due to negative impact on downtown congestion
- a 1925 bridge will certainly fail when used over 50 time/day
- Significant impact on emergency vechicles
- St Lucie Bridge (1925) will remain single track and will be huge choke point.

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

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   Washington, DC 20590

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Optional Personal Information:

Name	ROBERT RYBA
Address	3940 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 robert.ryba@yahoo.com

The Rev. Henry C. Ruschmeyer
2929 S.E. Ocean Blvd., Apt. M9
Stuart, Florida 34996-2782

October 10, 2014

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

Dear Mr. Winkle,

The proposed All Aboard Florida train service from Orlando to Miami in Florida is of concern to me as a resident in Stuart, Martin County, Florida. Thirty-two additional trains a day, without any stops between Orlando and West Palm Beach, has been suggested in addition to the present six freight trains already passing through Martin County every twenty-four hour period. Small communities like Stuart and Jensen Beach, among others north and south of here, would be subjected to many more traffic stops at railroad crossings caused by high speed trains in both directions. Additional train noise would also be a consequence of this proposed new passenger train service, perhaps very appealing to domestic and foreign tourists in Florida but not to local, year round residents like myself.

My suggestion would be a different route for All Aboard Florida further west of the coast occuppied by Indian River, St. Lucie, and Martin Counties where I understand there already is a set of tracks currently in use from Orlando to West Palm Beach. I am sure you know of this alternative route away from our coastline and communities. Such a train route, going through mostly undeveloped countryside, would seem to make more sense for all involved, especially those of us potentially, adversely effected by this new, proposed service.

Please let me know what your own opinions are about this important matter. Thank you for taking the time to read my letter as well as for your due consideration of its contents.

Yours sincerely,

Henry C. Ruschmeyer

Dear Mr. John Winkle, Oct 27, 2014

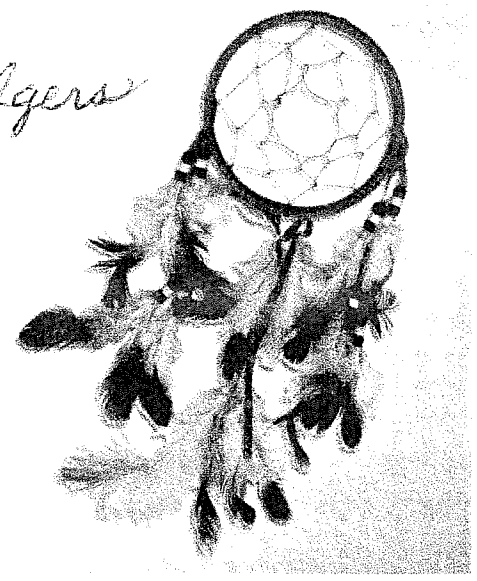
In 1978 my husband and I purchased a home in Stuart, and when Bud retired we made Stuart, Fla. our primary residence, and loved it. Stuart has charm for so many reasons. I fear if AAF (going through Martin County) isn't stopped, much that many of us in Martin County have enjoyed, will be ruined. It will be terrible getting to and from hospitals. The enjoyment of the boating community will be diminished considerably, hurting that business. With the loss of any parking in downtown Stuart, people won't be anxious to go down and shop and enjoy the theater and the restaurants.

Why can't AAF head somewhat West after the stop in W. Palm Beach and bypass all the lovely developments around the little towns of Hobe Sound, Stuart, Vero Beach and Sebastian.

Please don't use the existing rails that run along and through all the above. Is there any possible option. If so, please use it.

I've been told the e-mail address that was printed in the paper wasn't in existance.

Sincerely,
Marilyn Rodgers



Learn more about the Lakota (Sioux) culture at sjo.org/culture.

RIVERWATCH
MARINA AND BOATYARD

December 1, 2014

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

Dear Mr. Winkle,

All Aboard Florida's proposed high-speed passenger train service from Miami to Orlando will in its current form, have an economically devastating impact on the South Florida Marine Industry and waterfront residents.

My family owns and operates a 400-vessel marina and boatyard located on the South Fork of the St. Lucie River in Martin County. I am also a board member with the Marine Industry Association of the Treasure Coast, an industry trade group that promotes boating and waterfront activities on the Central Florida east coast.

We have 18 commercial marinas and thousands of waterfront residents that operate west of the FEC railroad trestle on the St. Lucie River. There are thousands of others living in the southern counties that will be equally impacted. AAF's proposed schedule will effectively block marine navigation at the St. Lucie River, Loxahatchee River, and New River crossings.

The information provided to you regarding marine navigation through train bridges by AAF's consultant is so grossly flawed that it is defies analysis. Marine traffic was based on the slowest navigation period of the year. The data did not take into account peak weekend traffic in the summer months which approaches 500 daily trips vs. the DEIS which under estimates traffic by 83%. The model in the DEIS also assumes unrealistic and unproven bridge cycle times which vastly underestimates the amount of time the bridge will be closed. The bridged operating models in the DEIS are wrong, your staff needs to investigate and study the data for accuracy before your decision can be concluded!

RIVERWATCH MARINE L.L.C. • 200 S.W. Monterey Road • Stuart, Florida 34994 • 772-286-3456 • Fax 772-286-0722

RIVERWATCH
MARINA AND BOATYARD

Look at the facts, the Jupiter Inlet Navigation District recorded average vessel waiting times for the Loxahatchee Bridge of 20 minutes during the month of March 2014. Two passenger trains scheduled hourly would close the bridge for 40 minutes, when a freight train is added to the traffic mix the bridge will be effectively closed the full hour and into the next. This will devastate the South Florida Marine Industry!

Our industry group met with officials from All Aboard Florida to discuss their planned service. AAF's President, Michael Reineinger refused to recognize the enormous financial impact to our industry and offered little evidence that would support their ability to mitigate the impact to our industry.

Solutions are readily available and economically feasible. The DEIS explored some alternative train routes but missed the most promising option. AAF could detour 25 miles northwest of West Palm Beach along Beeline Highway using the CSX rail, and then use their FEC track in Indiantown to once again proceed northeast to Fort Pierce. The higher speed attained in the rural area would offset any extra distance traveled to keep the overall travel time reasonable. The track already exists. If AAF insisted on using their own track, a right of way could be granted allowing them to connect. This route would eliminate all of the problems associated with marine navigation from West Palm Beach to Ft. Pierce. This option was ignored or omitted by the DEIS and needs to be investigated by your staff.

I am asking the Federal Railroad Administration to investigate the accuracy of the DEIS and recognize the devastating impact to Martin County residents and marine navigation on our rivers. At this time I am asking you to withhold funding to All Aboard Florida for their planned passenger rail plan. When the FRA and AAF acknowledges the consequences of the passenger rail plan then we can work together to build a solution that works for everyone.

Sincerely,

William Biggs

William Biggs
Riverwatch Marina & Boatyard

RIVERWATCH MARINE L.L.C. • 200 S.W. Monterey Road • Stuart, Florida 34994 • 772-286-3456 • Fax 772-286-0722

Joan M. Rivas
2186 NW Plumbago Trail
Stuart, FL 34994

October 13, 2014

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

As a recreational boater and resident of Stuart I am concerned about the negative effects the additional trains proposed by All Aboard would have on the community I love. Stuart has a quaint small downtown which will be ruined by adding a second track. Since the bridge over the St. Lucie River has a single track and is so close to downtown where would these trains have to wait to cross that bridge? As for the boating I live on the North Fork of the river and have to wait for that bridge to continue to the inlet for fishing. To accommodate these trains that bridge will be closed more often. Additionally, the age of this bridge must be considered and the affect this amount of cycles will have on its reliability. I have personally had to wait over 2 hours for the bridge to open.

The All Aboard train proposal would have significant detrimental effects for the navigation on the St Lucie River due to the additional openings of the railroad bridge. It poses additional Safety risk due to additional traffic in a tidal zone and the inability for first responders to access and navigate to the Martin Hospital. Please consider all the ramifications associated with this proposal and act in our best interests.

On a personal note I am hoping you get a chance to see for yourself Stuart & all the other small towns affected by these additional trains along this route.

Sincerely,

Joan Rivas

Joan M. Rivas

November 5,2014

Mr. John Winkle

Federal Railroad Administration

After reading the EIS section re ridership, I concluded that the

AAF number of potential riders were all made up from the surveys made by a company hired by them,

The only figure that was supported factually was the census figure that 5.6 million people live in SOUTHERN Florida and 2.5 million in

central Florida. They seem to have combined these two figures to come up with their stated 9 million along the rail corridor. The error

is that the census figure is for Southern Florida and we are in

Southeast Florida - the Western half is more heavily populated than

the East Coast.

I do not believe they could possibility attract the 9000 riders a

day that they hope for. Between Orlando and South Florida, there are

already 2 trains a day plus 30 flights a day plus 20 bus trips daily.

This railroad would be bankrupt and defaulting on their loans

in a few years.

Very truly yours,

Barbara B Ritter

Mrs. William B. Ritter
6600 SE Winged Foot Dr
Stuart Fl, 34997

To: AAF

We live approximately 1/4 mile east of the tracks in Stuart off Cove Road. We experience the noise and vibrations from the current rail operation. While not enjoyable, the frequency of operation and the operating speed of current trains are livable. However, with AAF, the frequency and speed make AAF a terrible combination that will badly affect our lifestyle, property values, health and, most importantly, our safety.

There is zero benefit to the Treasure Coast from AAF. All one has to do is follow the trains now speeding through these areas (and there are 78 crossings) . It would be devastating to the Treasure Coast. If you want to build something worth your effort and money, move the project to follow alongside I-95/Florida Turnpike and make it a two way, electric driver operation with more stops to service all areas. Also, why stop at Orlando? You could continue up the East Coast to Boston, stopping at all major cities in between. The Japanese have engineered this some time ago !!

We will join with all area residents opposing AAF and will not stop unitl we stop AAF as it is now planned.

Dean and Caren Rasmussen
4920 SE Hanson Circle
Stuart, FL 34997

Dean and Caren Rasmussen

10/30/2014

Dear Sir,

If there was a family of wolves, or a flock of sheep or a bat community or a nest of birds or a bunch of turtles near that train track, the Enviomentalist would be up in arms!

We are only human animals, so why should we give up our way of life to satisfy someones greed when there are other ways available.

When progress hurts rather than helps so many, it is not right.

Sincerely,
Mary Priest

VERO

A3507

Goldfinch © Shutterstock
Tiger Swallowtails © Bigstock

NATIONAL WILDLIFE FEDERATION

11100 Wildlife Center Drive
Reston, VA 20190-5362
1-800-822-9919
www.nwf.org

John Winkle
FRA
1200 New Jersey Ave
S.E., Room W38-31
Washington D.C.

Mary Priest
2622 SW Edith Ct
Port Saint Lucie FL 34953

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Comments:

This is a bad deal for us who live on the Treasure Coast. I can see no benefit for our residents and many down side ramifications if this plan is adopted. The safty issues a major concern with trains traveling extremely fast speeding non-stop through our down town areas. Vehicular traffic congestion at crossings will cause some to change where they go in certain parts of town affecting some businesses in a negative way. The noise pollution will be increased.

I think there is a place for High Speed Rail and that it is a good thing. Why not build it in the middle of the State? Enviromentally a much better deal for everyone.

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

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

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Optional Personal Information:

Name	DAVID ADAMS
Address	4789 WOOD DUCK CR VERO BEACH FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available dea adams1630@SBCGLOBAL.NET

HUGH G OLDACH
2150 INDIAN CREEK BLVD E
APT B 314
VERO BEACH FL 32966

John Winkler
Federal Railroad Administration
1200 New Jersey Avenue se
Room W38 – 31
Washington DC 20590

Dear Mr. Winkler:

I am in support of passenger rail service. But, not along the small towns on the East Coast of Florida. The proposed All Aboard Florida system of running passenger trains through the local communities will be a detriment to those of us who live on the Treasure Coast of Florida.

I cannot imagine the disruption caused by thirty-two trains a day running through our community at excessive speeds or even at slower speed! These trains will be a hazard to local traffic up and down the specified route. Boat traffic will be interrupted at the rail crossings over the Indian River and other bridges along the route.

I welcome a rail station at the Orlando Airport if it were connected to an inland rail route, but not the coastal route proposed by All Aboard Florida.

I would not support AAF, even if there were local stops in our county. The proposed high-speed rail traffic through downtown communities will create hardships for local residents and businesses. Passenger service would be supported if the commuter lines were running in the vicinity of the Florida turnpike.

One further note on the released study by the federal government. How can anyone support a biased report paid for by FEC that was supposed to be impartially prepared by the Federal Railroad Administration.

Sincerely,

Hugh G. Oldach

Hugh G Oldach

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Ave. SE, Room W38311

Washington, DC 20590 11/1/14

Dear Sir,

I write with regard to the proposed high speed commuter service between Miami and Orlando. As the owner of residential property along the route (Lighthouse Cove Condominiums, Tequesta), I want to register my opposition to the proposal for the following reasons: 1. Increased train traffic of the magnitude being envisioned along the corridor that runs through Tequesta and Jupiter will definitely jeopardize safety. Emergency response will be impeded by frequent trains. Also, street traffic will be congested as cars wait for trains, thus making it more difficult for fire trucks, police vehicles and ambulances to make their way to destinations. Pedestrians and bicyclists as well as those driving cars will face significant challenges to their safety by virtue of trains that will block major arteries many times during the day and night. 2. The noise of frequent trains will most definitely have a negative effect on those who live or do business in places near the train tracks. Our property is located at 278 Village Blvd in Tequesta in an area where there are many homes and small businesses. A significant increase in train traffic will make living and doing business there unpleasant and undesirable.

I sincerely hope that you consider alternative routes for the proposed commuter service that will not disrupt and disturb life in communities like Tequesta and Jupiter. I urge you to reconsider and abandon the current proposal, for the sake of all who would be so negatively impacted should it be approved.

Thank you for your consideration of this request.

Sincerely,

John Steigenga

(jjsteigenga@gmail.com)

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 all ABOARD Intercity PASSenger RAIL project IS AN envirmental & SAFTEY disASTER WAITING to happen. with ALL These traing police & FIRE will be impacted & NOT be ABLE to get emergencies to the hospital in the critical time period needed so I implove you to deny this rAIL Project.

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	JOHN F. MORIARTY, JR
Address	272 VILLAGE BLVD UNIT 7110 TEQUESTA, FL 33469
email	Please provide your email address if you would like to receive notification when the FEIS is available jackmo99@HOTMAIL.COM

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 all aboard project should be halted.

① There is really no real demand for passengers on this route.

② There are already too many trains disrupting life in our communities, causing traffic jams, noise and dust.

③ The biggest reason is that the hospital ambulances and fire equipment will not be able to get to homes in an acceptable times. Lives will be at stake!

④ The cost !!

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

All Aboard Florida Intercity Passenger Rail Project

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

Optional Personal Information:

Name	Adrienne Moriarty
Address	272 Village Blvd #7110 Tequesta, FL 33469
email	Please provide your email address if you would like to receive notification when the FEIS is available admo517@hotmail.com

October 29, 2014

Dear Mr. Winkle,

We own a condo at 278 Village Blvd. in Tequesta, Florida. We have spent the past 4 winters there. We chose Tequesta because it is a small town and is generally quiet and safe. I understand that there is a proposal to start a high speed commuter service (All Aboard Railroad) between Orlando and Miami. The plan is to start with 32 high speed trains per day and increase the number of freight trains from 7 to 20. The tracks are one block from our complex and would cut us off from police and fire protection for many hours of the day. It would also create a problem for emergency medical care. The increase in noise would make the area very uncomfortable to live in. I assume that these would not be electric trains.

Ten miles West of Tequesta is land that is largely vacant of houses. I would think that tracks in that area would make more sense. I feel that the present proposal would have a negative economic impact on the communities that are along the route. I know that we would certainly start looking to re-locate if we could possibly sell our condo.

I would like you to know that we are vehemently opposed to this proposal.

James C. Maynard

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

FROM: Nicole Hodel
10957 SE Harken Ter
Tequesta, FL 33469

DANA GOWARD'S COMMENTS ON ST. LUCIE BRIDGE TO USCG on behalf of CARE regarding Port St. Lucie Bridge Operations.

Changes in rail traffic and maritime activity since 1938 have caused the Florida East Coast Railroad bridge at Port St. Lucie over the St. Lucie River to become an unreasonable obstruction to navigation. The bridge must either be completely removed, or replaced with one that is not unreasonably obstructive. In the interim, strict, highly predictable, long term scheduling of bridge openings and closings must be instituted to mitigate obstruction of the waterway.

WATERWAY DESCRIPTION & NAVIGATION CONSIDERATIONS

The waterway connects the communities of Palm City, Port St. Lucie, parts of Stuart, and the Okeechobee Waterway to the Atlantic and the north-south portion of the intra- coastal waterway. The Okeechobee Waterway connects the east and west coasts of Florida, is maintained at a depth of 8 feet and is suitable for both commercial tug-barge and recreational traffic. The 165 mile waterway from Stuart on the east coast to Ft. Myers on the west coast saves approximately 360 miles compared to rounding the Florida peninsula. The Army Corps of Engineers reports that approximately 10,000 vessels and 26,000 tons of cargo transit the waterways' nearby St. Lucie lock each year.

The navigable waterway passes through a 50' wide opening between the protected abutments of the FEC railroad bridge. This is the narrowest point that mariners must navigate on the 154 mile Okeechobee Waterway where the canal varies from 80 to 100 feet wide (some of the locks are 50' wide, but they are not in open water, subject to cross currents and do not pose navigation safety issues).

When the bridge is closed it comes within 7' of the surface of the water, effectively closing the waterway - vessels that require less than 7' vertical clearance usually have very shallow drafts and do not need to use the channel portion of the waterway as they can safely pass under the bridges at numerous points. When the railroad bridge is open, waterway vertical clearance in the area is 65' under the adjacent Route 1 Highway Bridge, and 14' under the adjacent draw bridge on N. Dixie Highway. This drawbridge is manned by a bridge tender and will open upon demand.

Transiting through these three bridges is challenging for many vessels because of the configuration of the waterway. Vessels must pass through three narrow bridge openings, which are not perfectly aligned, within less than a quarter mile.

As with any choke point between large bodies of tidal waters, currents are strong except for brief windows during slack tide. Captains of tug and barge operations report that they must time their transits carefully so as to arrive when the tide is changing and the current is at its weakest. And while smaller vessels are able to pass each other safely, transits of the quarter-mile gauntlet by vessels of any size are limit the waterway to one way traffic.

CHANGES IN RAIL TRAFFIC AND WATERWAY USE

When the rail bridge was built, circa 1938, use of the waterway was much lower and trains were very infrequent. In the last 76 years:

- The population in St. Lucie and Martin counties has grown from a few thousand to over 350,000 full time residents. The winter population in many areas increases by 20%.
- The regional economy and lifestyle has shifted from mostly agriculture (pineapple farming) to waterway-oriented residential, and water-oriented commercial.
- The Atlantic intra-coastal waterway was built and intersected with the St. Lucie River
- The Okeechobee Waterway was built connecting Ft. Myers, Palm City, Stuart, St. Lucie, the Atlantic intra-coastal waterway, and the Atlantic Ocean.
- Waterway use between the St. Lucie River west of the FEC rail bridge and points east has greatly increased. During one 53 day period almost 13,000 transits were observed. This equates to over 88,000 per year.
- The number of railroad bridge closures per day has greatly increased, and the closure time have gotten longer.

Waterway users from both sides of the bridge transit to use the waterways. Most of the marina (fifteen marinas) and dockage space in the area is west (upstream) of the bridge. These vessels, and those transiting from the Okeechobee Waterway, must pass through the FEC rail bridge to access the Atlantic Ocean and/or the Atlantic intra-coastal waterway, and contribute to the estimated 88,000 transits per year.

The Gulf Stream is often within 8 to 14 miles off the coast making offshore fishing particularly attractive. According to the FECR, the bridge closes the waterway approximately 14 times each day and the closures last approximately 20 minutes. Local residents, though, report more extended closures and indicate that closures of an hour are not uncommon when the bridge does not open in between trains. None of the closures are scheduled, nor are they announced more than a few minutes in advance. Users also have no way of knowing how long the closure will last.

THE BRIDGE DOES NOT MEET THE REASONABLE NEEDS OF NAVIGATION BECAUSE:

1. It interferes with primary economic engine of the local economy and undermines the foundation upon which the local water-oriented communities were built.

Huge-water oriented communities in Stuart, Palm City, St. Lucie and the surrounding areas, marine services, marine retail, and all the supporting business and economic activity would not exist, but for the presence and usability of the waterways. The importance of this type of economic activity is essential to the entire state of Florida and is well documented. The Florida Oceans and Coastal Council reported that the states coastal counties contribute about 79

percent of the state's economic productivity. "Florida's Ocean and Coastal Economies Report, Phase II."

Dr. James Cato, an economist, Florida Oceans and Coastal Council member, and former Director, School of Natural Resources and the Environment, University of Florida has testified that "Anything affecting coastal tourism, recreation and marine transportation has a huge impact on Florida's ocean economy...These sectors of economic activity represent 88 percent of Florida's ocean economy..." "Oceans and Coast Drive Florida's Economy" Environmental News Service, 1 Oct 2008

Over 450 vessels per day transit through the bridge on peak days. These can be a varied combination of large and small recreational vessels and larger tugs with barges. This mixture increases wait times as larger vessels must pass through more slowly and do not safely allow for traffic in the opposite direction. Many vessels must loiter for some period waiting for the bridge to open, burning fuel, increasing air emissions, and wasting time. Loitering also increases the risk of vessels colliding with each other, running aground or being set upon the bridge by strong currents.

Rail bridge closures deter waterway use. While it is impossible to measure events that do not occur, it is, nevertheless, obvious that waterway use would be higher if the bridge never closed, and the surrounding community's economies would be that much stronger. 2

2. THE BRIDGE'S AGE AND CONDITION RISKS STRUCTURAL AND MECHANICAL FAILURES THAT OBSTRUCT THE WATERWAY: While information on past bridge malfunctions was not immediately available for this paper, a casual inspection of the bridge shows that it has suffered from lack of attention and maintenance. As the 76 year-old bridge structure, materials and mechanisms continue to age and degrade, mechanical and material failures are certain.

3. ALTERNATIVES TO OBSTRUCTING THE WATERWAY EXIST, ARE AVAILABLE AND FEASIBLE: Waterway users have only one route available to them, the railroad has several. Railroad tracks farther to the west are available, and in use, for both freight and passenger service. An elevated rail bridge is feasible. Bridges with grades of up to 4% support freight operations in other locations.

Alternatives to using a 76 year-old, poorly maintained bridge that unreasonably obstructs the waterway are more expensive for the FECR. By not using these alternatives, though, FECR is imposing much greater costs on the citizens of the surrounding area.

4. COMPETENT GOVERNMENT AGENCIES HAVE DETERMINED THAT THE BRIDGE HEIGHT DOES NOT PROVIDE FOR THE REASONABLE NEEDS OF NAVIGATION: US Coast Guard and US Department of Transportation policies specifically state preferences for fixed bridges over mobile bridges, whenever possible, as they minimize negative impacts to all transportation modes at these important intersections of systems.

When the State of Florida constructed the Route 1 bridge over the St. Lucie River and adjacent to the FEC rail bridge it made a deliberate decision that a fixed bridge at 65′ over the waterway would meet the needs of both navigation and

highway traffic. Highway traffic is more continuous than rail traffic, so the parallel is not exact. However, as rail traffic has increased, both in the number of trains and their length, the parallel between the two has become much closer. For example, local officials and waterway users report that the rail bridge often does not open between individual trains to allow navigation, even if it means another 20 minutes the waterway will be closed.

The FEC RR bridge is approximately 7' above the water when closed. The USCG Bridge Clearance Guide calls for bridges in this area to be 21' above the water when closed. Guidance for bascule bridges on the Okeechobee waterway between St. Lucie locks and the Atlantic inter-coastal waterway – see: http://www.uscg.mil/hq/cg5/cg551/bridge.asp From this web site: Bridges at the guide height "...will ordinarily receive favorable consideration under the bridge permitting process (33 CFR Chapter 1, Subchapter J - Bridges) as providing for the reasonable needs of navigation." The Bridge Does Not Meet the Reasonable Needs of Navigation. The Coast Guard must designate this bridge as an unreasonable obstruction to navigation under the Truman- Hobbs act and mandate its replacement.

MITIGATION PENDING REMOVAL OR REPLACEMENT OF THE BRIDGE: Until the bridge is removed or replaced, its negative impact on the waterway must be minimized. This requires that:

1. The waterway be open to navigation for at least 31 minutes each hour, 2. The length of openings allow passage of all vessels waiting
2. The amount of time for any single closure does not exceed 15 minutes as this would discourage waterway use, an
3. The times that the waterway will be open are highly predictable and easily understood.

OPENINGS: The law gives deference to waterways users because of their limited alternatives, and the multiple alternatives available to surface transportation. The waterway must be open at least 31 minutes per hour, and for at least 15 minutes per opening.

Safe vessel transits are often limited by the narrow passage to one direction at a time, and the need for a slow to modest speed (no more than 10 to 15 knots). The length of the openings must allow passage for all vessels waiting on both sides to cross. With 88,000 transits per year and up to 450 per day, including large commercial vessels, waiting lines can be long. Less than 15 minutes would often be insufficient for vessels on both sides of the bridge to organize, accelerate, and individually pass under the bridge. Note that it is too narrow for safe two way traffic for many vessels.

Waiting for the bridge to open degrades the boating experience significantly, and can drive potential waterway users to just stay home. As mentioned earlier, vessels loitering and trying to position themselves for when the bridge opens unnecessarily waste fuel, have increased air emissions due to the addition fuel burn and typically low engine speed, and run greater risk of collision, grounding and being set upon the bridge by strong currents.

If FECR were to seek a permit to build this bridge today, it would be denied.

Sincerely,
Nicole Hodel

Nicole Hodel

cc: Recipients: Designated Comments Email as Provided In EIS Draft, Governor Rick Scott, Senator Marco Rubio, Senator Bill Nelson, Ananth Prasad Florida Department of Transportation, Congressman Paul Ryan, Andrew Philips - US Army, David Keys, Evelyn Smart - Coast Guard

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

FROM: Nicole Hodel
10957 SE Harken Ter
Tequesta, FL 33469

Many people would agree a coastal passenger rail line is suboptimal for a number of reasons. Let's look at Florida's demographics. Significant population growth is projected throughout the state. Since our coastal areas are already highly developed, population growth must, therefore, press inland. If we proceed with AAF's coastal passenger rail interconnectivity, this will further disadvantage our future population by keeping them much more isolated than they would be if a future transit system were to be located nearer to the new growth areas instead.

With this as backdrop, ou observations come down to two things: First, AAF rail service will preclude timely transportation infrastructure planning for the future population of inland Florida, and second, it compromises the financial viability and sustainability of a future better-placed rail line to accommodate said population by dividing the market share.

1. If AAF proceeds, it is far less likely that state or (any) county officials, including planning groups like our multi-county MPO, will start long-range planning for better, alternative passenger rail lines. Consequently, they won't plan for rights of way and land acquisition, nor related development planning that would facilitate a future preferred rail line. We will be doomed to a poor-planning model, and (future) leaders won't even see this until many, many years in the future when effective planning will be all the more expensive and convoluted. So, an adverse effect of EIS is its deleterious impact on the effectiveness of future transportation infrastructure planning. Building AAF as an intercity passenger rail transportation model for "old Florida" is not going to be consistent with building an intercity transportation model for the "new Florida" to come.

2. Next consider the likelihood that even if AAF goes forward, it will have continuously underperforming passenger ridership—not just in terms of passenger numbers, but also in terms of weak financial performance. As a former corporate financial planner and analyst, this suggests to me future plans for a new and improved passenger line will be handicapped by these previously existing, poorly planned coastal tracks. The reason is that the line would have to share the ridership "pie" with AAF, thereby dragging down prospective ridership and attendant financial performance.

Who will want to finance a future rail line in a better location if its market share is weakened by another line already running through coastal regions? This may create a situation where AAF crowds out potential development of a better line because it would need the whole "pie" to sustain itself. So, another adverse effect of EIS is its significant negative impact on the financial viability of otherwise superior future transportation infrastructure planning.

We won't be the only ones "paying the price" for AAF in terms of its quality-of-life wreckage. Future generations, even our new residents, will also pay the price of moving to a state whose passenger rail service was antiquated from the outset. We no longer live in the age of Mr. Flagler.

Both the RIFF loans and PAB bonds for this project should be denied.

Sincerely,
Nicole Hodel

Nicole Hodel

cc: Recipients: Designated Comments Email as Provided In EIS Draft, Governor Rick Scott, EPA's Environmental Hotline, EPA Administrator Gina McCarthy, Senator Marco Rubio, Ananth Prasad Florida Department of Transportation, Congressman Patrick Murphy, Congressman Paul Ryan

Ellen Bernstein
236 Village Blvd.
Unit 1205
Tequesta, FL 33469

Mr. John Winkie
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W38-311
Washington, DC20590
November 11, 2014

Dear Sir,
I write to you in support of more rail service in Florida and throughout the country, but I cannot support **All Aboard Railroad** because of where it will be situated. Putting it on the existing tracks that run along A1A, a major North, South artery in the area along with a drawbridge across the intracoastal to our south places us in a prison of transportation byways. By using the existing tracks and placing an additional 13 freight trains, which are quite long, well over 100 cars and 32 high speed passenger trains, you will be putting this areas population in a virtual prison on a island created by this action.

I think it's a great idea and I would use it to go to Miami. But if anyone in our area needs to get to the hospital and the trains are passing, we can be delayed for half an hour, maybe more. It can become a matter of life and death especially with so many seniors in the area. I believe strongly that new tracks should be laid further west, where the population is very sparse and it will not have the same impact on people.

I love our little town of Tequesta and I do not think this additional burden will enrich the quality of life for us, the people who are lucky enough to live here.

Thank you for your attention,
Ellen Bernstein

Ellen Bernstein

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Ave SE Room 38-31

Washington, D. C. 20590

Dear Mr. Winkle

I would ask you to open your mind and try honestly to deal with the devastation of tens of thousands of people lives, living along the proposed All Aboard Florida Plan. Many of these people cannot afford to move, but it IS their home. Others live in upscale communities that have been developed over the last 30 to 40 years. Property values in these communities will be devastated by the increased rail traffic; be it freight or high speed trains.

The route along the Treasure Coast is not an acceptable route for expanded rail freight traffic and high speed trains. There ARE other options! The biased Environmental impact study is a bad joke being perpetrated on million's of Florida residents. The average lay-person cannot wade through the 522 pages of the impact study and make any sense of it. I encourage you to put yourself and your family in our place and make the RIGHT CHOICE. I am enclosing a copy of an editorial I placed in the Stuart News in July.

Thank you for your consideration.

Barrett L. Jones

Barrett L. Jones

CC: Governor Rick Scott

State of Florida

The Capital

400 S. Monroe Street

Tallahassee, Florida 32399

WE THE PEOPLE "SPEAK OUT" AGAINST ALL ABOARD FLORIDA

Are we living in America or not? Do people's rights mean Anything? WHEN WE READ PAGE AFTER PAGE REGARDING ALL ADOARD FLORIDA; What's so difficult about understanding the word NO? The AAF proposal boarders on lunacy! Little by little our elected officials are discovering that MAYBE this whole proposal is not good for the PEOPLE.

NOT GOOD? It's devastating!

Thousands of people will have their lives change with high speed trains and an expanding number of freight trains traveling through our communities. It's hard to believe that Mr. Flagler built the rail along the east coast to destroy Florida. No, it was to develop Florida and that was over 100 years ago!

Well guess what? It's 2014 and thousands of us have strategically invested our life savings to buy property and build homes to be near the ocean and beaches, the highways to access shopping, school s hospitals and numerous cultural attractions.

The negatives have been out lined before, but need to be stated again. There are safety issues, loss in property values, noise and needless delays at crossings and bridges. There will be billions of dollars in lost revenues from tourism; folks will find more welcoming locations to visit and live seasonally. The quality of life as we know it today along the Treasure Coast will be a thing of the past.

There is an alternative! Either the train tracks presently located in the center of the state or use the right of way used by the Florida Turnpike. Money is money and railroad companies can work together to create a profitable venture that will accommodate increased freight as the result of the expansion of the Panama Canal AND high speed passenger service. Let this big money decision proceed down the road reason. Don't destroy lives. Let's witness Government for the People, by the People. This is America!

building better communities

1000 FRIENDS of FLORIDA

October 27, 2014

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

RE: Preliminary Comments on All Aboard Florida

Dear Mr. Winkle:

1000 Friends of Florida, a statewide 501(c)(3) nonprofit membership organization which promotes building better communities and saving special places in Florida, has been actively following the proposed All Aboard Florida (AAF) high speed rail project. We remain committed to the reintroduction of passenger rail service between Orlando and Miami, but in keeping with our mission of building better communities, community compatibility is in the forefront of our priorities.

We are presenting these initial comments prior to the public workshops being held by FRA between October 27 – November 13, 2014, and will be supplementing these comments with a final comment letter prior to the December 2, 2014, comment deadline. Our preliminary review of the Draft EIS has identified numerous important, unresolved issues needing attention. We cannot support a project which does not adequately address the quality of life, safety, access and cost issues associated with the entirety of this project. If that proves impossible, then 1000 Friends will enter its strong objections to the project as proposed.

With many members in the North-South Corridor between Cocoa Beach and north of West Palm Beach, we are particularly concerned with project impacts that adversely affect the quality of life currently enjoyed by citizens in this area. As the primary community economic benefits reside with station stops outside of the North-South Corridor, we believe it is incumbent upon AAF and the Federal Railroad Administration (FRA) to ensure that quality of life impacts are appropriately mitigated. Unfortunately, the Draft EIS remains fixated on the terminuses of the AAF project, virtually ignoring the many communities and citizens in between Cocoa Beach and Jupiter.

1000 Friends of Florida • P.O.Box 5948 • Tallahassee, FL 32314-5948 • phone 850.222.6277 • fax 850.222.1117 • www.1000friendsofflorida.org
Board of Directors • Tim Jackson, *Chairman*, Milissa Holland, *Vice Chairman*, F. Gregory Barnhart, *Secretary*, Terry Turner, *Treasurer*
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Charles G. Pattison, FAICP, *President*

Printed on recycled paper

One of our issues is the proposition of 32 additional trains crossing the Loxahatchee and St. Lucie rivers via **draw bridges** that are almost a century old. With delays to private and commercial recreational boats, and the related **economic harm** to marine businesses, as well as delays to emergency vehicles caused by frequent closures, we understood that the DEIS would address this concern. Only very perfunctory assurances were provided, and to the extent that adverse economic impacts were identified, these were brushed off as not being significant to the public in the North-South Corridor due to positive benefits elsewhere. We believe this has significant impacts to the economy due to impacts on recreational fishermen and marinas. It also has serious implications emergency vehicle operators (police, fire, ambulance, etc.) for whom life and death situations are often measured in minutes.

Although only freight trains currently use the tracks, each lowering of a bridge closes the waterway for up to 20 minutes. These are old bridges which frequently require repairs, including one incident at the New River Bridge that caused almost a 1 hour delay. Under AAF's proposal, the freight trains would continue to use these bridges as well, to make a total of 42 to 46 trains a day. The planned expansion of Port Everglades, and possibly the Port of Miami to accommodate PANAMAX ships, means freight on the tracks is expected to increase which the DEIS acknowledges. These closings will also impact access to the Okeechobee Waterway as well as upstream marinas.

We believe these concerns are particularly critical for the bridges across the St. Lucie River at Stuart, the New River in Ft. Lauderdale and the Loxahatchee River in Jupiter. The magnitude of these concerns, and the number of public comments received to date by the US Coast Guard caused it to postpone scheduled public hearings in an attempt to adequately respond. Can the DEIS realistically move forward without resolving this?

We do support alternative modes of travel that among other things can help alleviate **traffic congestion in corridors such as I-95**. However, it is disingenuous to state as the DEIS does that one of the justifications for the project is the freed up capacity on I-95. The contribution from AAF ridership will be small, and FDOT projections, even without this project, show that I-95 will be over capacity in the near future regardless. As a result, the Vehicle Miles Traveled (VMT) savings for cars that otherwise might use the I-95 corridor overstate the supposed benefits related to air quality, energy and related savings.

Regarding **noise impacts**, we note on Page 5-39 of the DEIS, "The project would result in long-term noise and vibration adverse impacts to residents and properties primarily along the N-S Corridor." Mitigation to eliminate this is based on an AAF commitment to install wayside horns, but no documentation confirms this. Note also though that construction noise at the "human annoyance" level would impact 693 residential and 61 institutional impacts (p.5-54) in the N-S Corridor. Again, we find no documentation regarding how such impacts are to be mitigated. In addition, it remains unclear as to the local government costs associated with installation and maintenance of "quiet zones".

Although the proposed passenger service would not transport **hazardous materials** (Table 5.2.4-1) as would the increasing freight activity, we found nothing that recognized the potential impacts for a passenger/freight collision or a freight accident/derailment in the North-South Corridor. Given the projected population increases in this corridor, it would seem prudent to either restrict the transport of hazardous materials or identify additional safety measures now prior to any increase in freight and passenger service.

We have heard repeatedly about the impacts of the existing **freight trains**, currently running 12 times/day in this area. With an average length of more than 1.5 miles and projected increases coming due to the PANAMAX improvements, accommodating this increase while adding passenger service can only mean additional delays for the public and service vehicles. The DEIS acknowledges this without providing any details as to why this will be manageable. The fear expressed by many of our members is that the second track being constructed for passenger service could also accommodate significantly more freight trains which would bring even longer delays at intersections. We were unable to identify any safeguards that address this very real concern.

1000 Friends is involved with ongoing efforts to deal with climate change in a variety of venues, especially **sea level rise**. While the DEIS acknowledges the need to address this through construction standards, it simply says that such construction will be subject to USACE permit requirements. We would like to know what such standards involve and how they would ultimately be implemented.

Without documentation, the DEIS says that the only **property value** impacts are positive and are attributed to projected increase values in and around the stations in Miami, Ft. Lauderdale and Miami. No mention is made of property value declines in the North-South Corridor. This is an issue that bears further review, and we will revisit this after the Martin County Property Appraiser complete the assessment study he is now conducting. A cursory scan of available literature does not rule out a decline in values for properties not in the vicinity of a station.

Other than acknowledging that the North-South Corridor bisects Jonathan Dickinson State Park (2 crossings) and borders the Hobe Sound National Wildlife Refuge, **wildlife impacts** assessments at these two facilities is limited at best. We would like more information before agreeing that there are no adverse impacts here.

1000 Friends read with great interest the recent **October 14, 2014, letter submitted to you by six (6) area legislators** within the North-South Corridor. The extensive list of concerns involving public health, safety and traffic operations, economic, fiscal, environmental and quality of life impacts do not need repeating in our comments. We do, however, look forward to a robust and complete response to those inquiries, the delivery of which will enable us to make our final comments.

Thanking you for your time and considerations, I am

Sincerely,

Charles Pattison

Charles G. Pattison, FAICP
Policy Director

Cc: Office of the Commander
Seventh Coast Guard District
Brickell Plaza Federal Building
909 Southeast 1st Avenue, Suite 432,
Miami, Florida 33131

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

This whole venture is a big mistake on so many fronts. Environmentally the tracks pass through so many sensitive areas. The St. Lucie River is already stressed. What will all the vibrations do to the fish population there? In the safety area, so many folks are walkers & bikers & with so many trains passing through their lives are in danger. Some that do drive will find their commute impacted with long waiting lines. I can't imagine how the school buses will be affected! - already there are long lines as they cross the tracks - having to stop briefly - kids will have longer bus rides in order to get to school on time - and get home later -

The people of Martin Co. have fought hard through the years to preserve a peaceful space in our beautiful state that is more closely tuned into →

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

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Comments:

the environment the God has blessed us with. It seems shameful that a few power-brokers can take this away. What is behind all this maneuvering? Who ultimately is going to gain? Most of the jobs that are gained are temporary. Who pays when the loans are defaulted. Now I know the meaning of the term "being rail roaded"

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	Mary Lu Zimmermann
Address	1550 N.E. OCEAN BLVD C-301 STUART, FL 34996
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:

I AM CONCERNED ABOUT MANY ISSUES THAT RELATE TO THIS PROJECT, BUT ONE THAT I'VE NOT HEARD IS THE IMPACT UPON SCHOOL BUS SCHEDULING. THESE DELAYS WILL CAUSE OUR STUDENTS TO SPEND EVEN MORE TIME GETTING TO AND FROM SCHOOL, IF A VALID TIME TABLE CAN EVEN BE PRODUCED.

IF THIS IS A GOOD IDEA, THEN IT SHOULD USE WESTERN TRACKS. THERE IS NO GOOD REASON THIS PROJECT SHOULD DISRUPT THE LIVES OF THOUSANDS OF PEOPLE, EXCEPT FOR GREED. WE NEED PEOPLE IN THIS COUNTRY TO STAND UP FOR WHAT IS RIGHT AND I HOPE AND PRAY YOU ARE ONE OF THEM.

THANKS FOR LISTENING - STEVE ZIMMERMANN

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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	STEPHEN V. ZIMMERMANN
Address	1550 NE OCEAN BLVD C-301 STUART, FL 34996
email	Please provide your email address if you would like to receive notification when the FEIS is available

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Avenue, SE Room W38-311

Washington DC 20590

Mr. Winkle,

I am writing to express my grave misgivings and concerns about the All Aboard Florida project. Florida is not all aboard. I live in Stuart Florida, which is one of the many communities that will be detrimentally effected by this selfish and misguided plan.

32 railroad crossings a day will bind up our community. Our main hospital is trapped between the railroad tracks and the river. We have a large elderly population, emergency vehicles will have terrible wait times.

Our downtown has a famous (infamous?) railrad and traffic circle called "Confusion Corner" with eight lanes of traffic entering and exiting. They plan to add another track! This is lunacy. Downtown has been brought to life over the last decade. Tking away parking spaces and making a confusing traffic area more confusing is stupid, dangerous, nd an ecomomic torpedo for our downtown.

We have one old railroad tressel over the St Lucie River. For the trains to pass each other the will have to stop in downtown. Boaters , the Coast Guard and the US Fish and Wildlife Service will be trapped during these lenghty exchanges.

Johnatan Dickenson State Park and Savanna Presrve State Park will be adversely impacted. How can railroad construction and 32 high speed trains a day not hurt these beautiful and fragile ecosystems? That all aboard Florida was allowed to wri e its own Eniromental Impact Statement is a sick joke.

This whole project reeks of corruption and greed. No one is fooled by the "passenger" tourism facade they are trying to sell. It's all about frieght, the expansion of the Panama Canal and the Port of Miami. This is corporate selfishness at its worse. They want to sacrifice the quality of life on the Treasure Coast, to line thier pockets. Our rights as citizens are being trammeled by big business.

If it is not stopped all together, All Aboard Florida should be made to use the existing tracks that run through the center of the state, where there will be less human, economic and environmental damage.

Catherine Wood

CATHERINE WOOD
Alchemy Fine ART Restorers

Nov. 10, 2014

To John Winkle,

Please consider this note as my comment AGAINST the #11 Aboard FL project.

Traffic, navigation, and noise among other things would be adversally impacted in our community of Stuart.

Thank you,

Patricia Wisniewski
1225 NW 21 St, 108
Stuart, FL 34994

October 15, 2014

John Winkle
Federal Railroad Administration
1200 N. Jersey Ave. Room W-38-31
Washington, DC 20590

We are writing this letter in opposition to the proposed All Aboard Florida project. The impact to the many coastal towns and communities along the proposed coastal route will be extensive. The plan is to run 32 trains a day through small towns for the express commercial purpose of feeding the Orlando entertainment establishment. There will be no commercial economic benefit to the towns along the route. Many of the towns affected, including Stuart, Ft. Pierce, Vero Beach, etc. have ancient tracks with no accommodation for handling both the current freight traffic and the proposed passenger traffic.

The route proposed requires extensive infrastructure improvements, including an entirely new bridge system in Stuart since the existing bridge is 100 years old. Running 32 trains a day, just for passengers will be a train every 22.5 minutes through Stuart plus the existing freight traffic. Just the impact alone on fishing and boating access into and out of St. Lucie River due to the bridge being constantly opened for trains will be extremely severe and therefore intolerable.

Strong consideration should be given to moving this project to the tracks in the center of the State rather than the coastal route currently proposed.

This seems to us to be yet another example of "big money" changing a communities environment, ambiance and local stability for the benefit of a few wealthy individuals and corporations.

W e are opposed to this project on the planned coastal route.

Bruce M Wheat
Kathy L. Wheat

Bruce and Kathy Wheat
6082 SE Landing Way, #13
Stuart, FL 34997-1888

2600 SE Ocean Blvd. P-14
Stuart, Florida, 34996
October 8, 2014

John Winkle, FRA
1200 New Jersey Avenue, S.E.
Room W38-31
Washington, D.C. 20590

Dear Sir:

Madness! Sheer madness for "All Aboard Florida" with its grandiose project, connecting Miami to Orlando, to use the old tracks, old bridges with 78 grade crossings on the Treasure Coast. The projected 16 daily, high-speed, round trip, trains using the coastal route north of West Palm Beach will result in both the environmental as well as the economic degradation of the towns and wildlife along the Treasure Coast.

How much better to build new tracks west, connecting West Palm Beach to Orlando or share the already existing CSX tracks linking these two cities for this "All Aboard Florida" project.

Madness.

Judith Bales Watt

Mr. Winkle, 1 Nov., 2014

I am a retired Vice President of the Grumman Aerospace Corp., —one of of this nation's most honored airplane/spacecraft manufacturers. We designed and built the Lunar Module, the spacecraft which successfully landed and safely returned 12 astronauts from the surface of the moon!

I spent 10 years working on that project at the Kennedy Space Center in a Senior Management position.

My last assignment, prior to retiring after 39 years at Grumman, was as the V.P./ General Mgr. of our Stuart, Fl. facility where we managed the airport as well as having some 1500 Grumman employees at the Witham Airport, Stuart location.

Witham Airport, Stuart, is literally right adjacent to the current railroad freight system. We actually have our own siding to ease the delivery of major components from Florida to Boeing in the Seattle area.

A great number of our employees had to use the several nearby railroad crossings to get into the plant and/or airport on a daily basis.

Ground transportation tie-ups at these nearby railroad crossings - due to freight- occurred daily and became so severe that I had to stagger work shift start/stop hours to allow some degree of easement for the work force.

Mr. Winkel - I am not against the expansion of railroad activities - HOWEVER - as a businessman, I am very much aware of the desirability of such expansion for the benefit of freight movement from the Panama Canal, to the enlarged Port of Miami, and via your expanded rail to the Orlando Airport - also undergoing expansion. This project will feed an increasingly disastrous freight movement situation, to add to road traffic congestion, emergency/fire/police/school bus delays, etc. that will further have dire results.

Please have your experts review this project, and, negotiate to relocate/enlarge the rail system to the middle of the State where guaranteed chaos will be avoided.

Respectfully,
Bob Watkins
Bob Watkins

All Aboard Florida Intercity Passenger Rail Project

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Federal Railroad Administration

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Comments:

Dear Mr. Winkle,

The majority of Martin County residents, the local government, business owners and the boating public are very much against AAF and their plan. It is NOT feasible. It will surely ruin the economy of many small towns along the Treasure Coast. It won't create any real, permanent jobs fo locals, but it sure is seen as ending many jobs for those businesses that will go out of business. Homes may burn to the ground and people will surely die needlessly when first responders are stuck in traffic at railroad crossings. Having those old railroad bridges that cross the rivers open and close about 50 times a day is almost a joke.

But let me do more than give you the negatives. Here is my idea of how AAF can be benificial to all concerned. Move the tracks west, say alongside the Fla. turnpike. There wouldn't be any opposition to that and the coastal towns would be saved. The current right of way of FEC could be used as a hiking and biking trail

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2. continued.

Comments:

Dear Mr. Winkle,

which will help the economy as it does on the west coast of Florida. (such as the PINELLAS TRAIL and the WITHLACOOCHEE TRAIL) The federal and state government could work out the funding and swapping of land required for the new tracks.

Sincerely,

Edward A. Wade

EDWARD A. WADE

6426 S.E. NORTHGATE DR.
STUART, FL. 34997

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

Sorry. My printer is broken.

11-7-14

Mr. Winkle,

This note is in regards to:
" All Aboard Florida "

Pick One :- Greed

- Do not care about Others
- Do not care about Impact on nice little towns
- Panama Canal, wider, allows larger ships, more Imports, 2 mile long freight trains going from Port of Miami all the way up the Eastern Seaboard to Orlando!
- And last but not least " Who Cares " how we feel about all of this!!

Yours Truly, Cecile E. Vickers

Ms Cecile E Vickers
4678 SE Copperwood Ter
Stuart, FL 34997-2131

I Care!

10/26/14

Sir;

I read your article on "All Aboard Florida". Here is my appinion on that; Enclosed is my newspaper article.

Dimitrios J. Troukis Sr.
1075 SE Ponderosa Rd.
Stuart Fl. 34997-6445
772-288-3279 C 772-286-3773
troukisjim74@yahoo.com

Dimitrios J. Troukis Sr., *Stuart*

Let locals vote on fast rail

I am writing in response to a guest column, "Intercity rail longtime key to Orlando airport's vision," by Phil Brown. My response applies to any articles regarding the proposed All Aboard Florida high-speed rail service.

While I am appreciative to Mr. Brown for the positive information he included, I fear he does not have a grasp on how this high-speed rail will negatively affect the residents along Florida's East Coast.

I experienced a similar occurrence in Greece, where I'm originally from.

Vacationers are using hotel buses, so we have the same result.

I do not feel that Mr. Brown, or several other proponents of the All Aboard train, fully understand what will happen to people that live in cities between proposed stops, because the train is not planned to stop in every city along the east coast.

There are better alternative routes for the train.

I believe this should be voted on by local people in the communities it will affect.

Here, we did not have the right to vote on the Stuart airport and we all know how badly that turned out. I know the FEC owns the land and tracks, but they do not own the people.

Why is there an exception being made to this company to allow it to do whatever it wants?

This high-speed train has no foreseeable benefit to the Treasure Coast.

This proposed high-speed train is focused on the Orlando Airport, not local people living in all communities, towns, cities along Florida's east coast it will affect.

My main concern is safety and no one publicly promoting this All Aboard high-speed rail has expressed concern for safety.

Dimitrios J. Troukis Sr.
1075 SE Ponderosa Rd.
Stuart, FL 34997

October 5, 2014

To Whom It May Concern

Dear To Whom It May Concern:

I am writing in response to an article I read in my local newspaper, Scripps Treasure Coast Newspaper AKA The Stuart News, Martin County, Florida. The article was titled "Intercity rail longtime key to Orlando airport's vision" written by guest columnist Phil Brown. However, my response applies to any articles regarding the proposed "All Aboard Florida high speed rail service".

While I am appreciative to Mr. Brown for the positive information he included in his article, I fear he does not have a grasp on how this high speed rail will negatively affect the actual residents all along Florida's East Coast.

I personally have experienced a similar occurrence in my own country of Greece where I a originally from. Vacationers are using hotel busses, so we have the same result.

I do not feel that Mr. Brown, or several other proponents of the All Aboard train, fully understand what will happen to the people that live in the cities in between the proposed stops, because the train is not planned to stop in every single city along the East coast from what I understand.

In my opinion, there are better alternative routes for the train as most already know or are aware.

I believe this should be voted on by the local people in the communities in which it will effect!

Here in Martin County, we the people did not have the right to vote on the Stuart airport and we all know how badly that turned out!

Yes, I know the FECD owns the land and tracks, but they DO NOT own the people!

Why is there an exception being made to this company, All Aboard, to allow to do whatever they want?

This high speed train has no forseeable benefit to the Treasure Coast.

This proposed high speed train is focused on the Orlando Airport, NOT the local people living in all of the communities, towns, cities all along Florida's East coast which it will affect!

My main concern is SAFETY and as of yet, no one that is publicly promoting this All Aboard high speed rail service has expressed concern for SAFETY!

Sincerely,
Dimitrios J. Troukis Sr.

P.S. The city of Stuart will never be the same.
Many Business will be badly affected.

550 RIOMAR DRIVE, #36
VERO BEACH, FLORIDA 32963

12/2/2014

Sirs:

The proposed high speed railroad along Florida's east coast will be damaging to our community. The impact reviews have been inadequate. More is needed before decisions are made.

Deborah S Ecker

HelenGene Eberhart
670 East Lake Jasmine Circle #203
Vero Beach, FL 32962
September 26, 2014

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

Dear Mr. Winkle,

I am totally opposed to All Aboard Florida. I cannot think of one positive thing about the project for now or for the future. It will have a negative impact on Vero Beach as well as all of Indian River County and surrounding counties. To have 32 daily bullet trains traveling at 110 miles per hour passing every 24 1/2 minutes during 6 AM and 9 PM plus the trains that already travel thru the area will be terrible. Problems have been identified and I feel certain that there will be more. I would like to see the All Aboard Florida project stopped completely.

Thank you for considering my concerns.

Sincerely,

HelenGene Eberhart

Margaret A. Dowling
1750 20th Ave. (G-5)
Vero Beach, FL 32960

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Room 38-31 Washington, D.C. 20590

Dear Mr. Winkle,

The All Aboard Florida project should have gotten "off the ground", (literally) years ago. When I say "off the ground", I am naturally referring to a monorail system.

The monorail at JFK Airport links to the larger transit system and has been running quite successfully for years now.

If, in fact the main objective is to create a high-speed passenger system then, I do believe that utilizing a monorail track would be your best bet.

I have not had the chance to review the environmental impact statement, however, I did speak with my local Congressman, Patrick Murphy, about the subject.

Congressman Murphy indicated or otherwise implied that All Aboard Florida is trying to push this project ahead under the guise of it being a badly needed high-speed passenger rail system, when, in fact it appears as though they are more concerned with moving freight.

Why not separate the two projects. Find a way to expand and move freight more quickly and quietly, yet, keep people happy and safe.

I am a former NYC resident who grew up in Rockaway Beach. The train yard was in my back yard and the buses ran down the street in front of my house. I was in-between two major Airports, namely, Kennedy and LaGuardia. This being said, my family and others in my neighborhood grew accustomed to loud noise and interference with the television. We were stuck on a peninsula and most people traveled or commuted into Manhattan which took about 1 1/2 - 2 hrs each way.

My late father, Thomas V. Dowling worked for the Long Island Railroad which is a high-functioning high-speed passenger rail system.

My late mother, Rosemarie Dowling, retired as the Northeast Regional Director for the United States Postal Service. As you can readily imagine, she handled transportation nightmares with fleets of postal trailers, trucks + jeeps.

As you can clearly see, I understand the relevance of helping people move around.

I urge you to keep the emphasis on people and their quality of life

Sincerely yours -

Margaret A. Dowling

Catherine & Robert Domres
5406 Antigua Circle
Vero Beach, Florida 32967
772-219-2997 cdomres@comcast.net

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

Dear Sir,

We are writing to protest the intended location along US 1 in Florida of All Aboard Florida railway for the alleged purpose of commercial passenger traffic. It was expected to have 32 trips per day with 400 passengers per train on high speed rail in addition to the already schedule freight traffic. The Miami-Orlando route is to have a stop in Cocoa Beach. This community is on the east coast of Florida, not the centrally located Orlando.

We have been reading the comments in the Scripps Treasure Coast Newspapers for the last year. It is obvious to us that the pathetically shielded goal of passenger traffic is really to establish routes for freight from the newly constructed port of Miami and the improved Panama Canal.

American taxpayers must not bear the burden of this fiasco of a private business venture under the guise of a public transportation service. CSX tracks are already carrying freight west of route US 95. Additionally, the noise and environmental pollution as well as the compromising of public safety with increased traffic on these tracks on the Treasure Coast will permanently and adversely change the health and well being of the population of all communities along these tracks.

We urge you to reject the Treasure Coast/US 1 route and approve the most direct route through central Florida along FL 27.

We don't believe All Aboard Florida lies!

Respectfully,

Catherine Domres
Catherine Domres

Robert Domres
Robert Domres

VINCENT E. DETURRIS
595 REEF RD.
VERO BEACH, FL 32963
772-234-2836

11/7/2014

MR. JOHN WINKIE
% OF THE FEDERAL RAILROAD ADMINISTRATION
1200 NEW JERSEY AVE. S. E.
ROOM W38-31
WASHINGTON, DC 20590

DEAR MR. WINKIE,

SINCE MY LAST LETTER TO YOU ON THE ON 9/24/2014, I KEPT AN OPEN MIND AND TOOK THE EMOTIONAL ISSUES OUT OF THE CHALLENGE THAT ALL ABOARD FLORIDA REPRESENTS TO OUR INDIAN RIVER COUNTY AND SPECIFICALLY OUR TOWN OF VERO BEACH, FLORIDA.

I HAVE BEEN FOLLOWING THE PUBLIC RELATIONS BLITZ BY ALL ABOARD FLORIDA, AND I HAD THE OPPORTUNITY TO ATTEND THE MEETING PUT ON BY BOTH THE RAILROAD AND THE HIRED PR COMPANY THIS PAST WEDNESDAY. IT WAS HELD AT INDIAN RIVER COLLEGE IN THE RICHARDSON CENTER.

THE STAFF WAS WELL TRAINED IS DEFLECTING THE CORE ISSUES WITH LITTLE SATISFACTION. WHEN I DRILLED DOWN TO THE EFFECT THE RAIL INVASION WOULD HAVE ON CORE ISSUES SUCH AS EMERGENCY RESPONDENTS' DELAYS OF MARITIME TRAFFIC IN THE INDIAN RIVER LAGOON OR THE IMPACT ON BOTH HUMANS AND PETS, THERE WERE NO SATISFACTORY ANSWERS.

THE MAJORITY OF SO CALLED HIGH SPEED RAIL SERVICE THROUGHOUT THE WORLD IS NOT AT STREET LEVEL. THE TRACKS ARE ELEVATED OR BELOW STREET LEVEL. THIS 235 MILE PROJECT FROM MIAMI TO ORLANDO FLORIDA WILL CROSS 340 SERVICE STREETS CAUSING DELAYS AND DANGER TO ALL WHO INHABIT THIS ROUTE. THE AM TRACK SYSTEM FROM BOSTON TO WASHINGTON D.C. ONLY CROSSES 11 SERVICE STREETS. IN FACT AM TRACK AND CXS BOTH HAVE TRACK SYSTEMS OPERATIONAL IN THE CENTER OF THE STATE FROM MIAMI TO ORLANDO WITH MINIMAL IMPACT ON ALL INHABITANTS. THIS WOULD BE THE WAY TO GO IF HIGH SPEED RAIL AND FRIGHT INCREASES ARE IN THE FUTURE FOR FLORIDA.

I ALSO SPOKE WITH THE US COAST GUARD AT THE MEETING AND THEIR REPRESENTATIVE VOICED CONCERN OVER THE PLUS ONE HUNDRED YEAR OLD BRIDGE THAT WILL BE CLOSED TO MARINE TRAFFIC OVER 9.5 HOURS A DAY DUE TO THE PROJECTED RAIL SERVICE. THE USCG EXPRESSED CONCERN AS TO RESPONDING TO COASTAL EMERGENCIES. PERHAPS YOU SHOULD TALK TO THEM ABOUT THEIR CONCERNS,

I THANK YOU FOR ALLOWING ME TO EXPRESS MY CONCERNS AND PLEASE NOTE THEY ARE REAL. I HOPE YOU AND YOUR AGENCY FIND COMMON GROUND PERHAPS IN THE MIDDLE OF FLORIDA TO EXPAND THIS SERVICE AND KEEP IT AWAY FROM OUR EAST COAST.

SINCERELY,

VINCENT E. DETURRIS

Barbara E. DeTurris
595 Reef Rd.
Vero Beach, FL 32963
772-234-2836

9/24/2014

Mr. John Winkie
c/o the Federal Railroad Administration
1200 New Jersey Ave. S. E.
Room W38-31
Washington, DC 20590

Dear Mr. Winkie,

As a fulltime resident of Florida for the past 14 years, I appeal to you and the Federal Railroad Administration to reject any support for All Aboard Florida, based on the negative impact this project will have throughout the Treasure Coast.

After reviewing the draft of the environmental impact study, I believe you missed the real impact on the people of the counties and towns that make up the North-South corridor of this project. Miami to West Palm Beach will benefit from the rail service because it is a heavily populated area. The roads are very congested and traffic is terrible. This will ease these conditions and hopefully have a positive effect on the amount of cars on the roads. Although I question how Tri-Rail will be effected and how profitable that has been. We refer to this area as south Florida. It is full of high rises, crowded neighborhoods, and has a large crime rate. WE ARE NOT SOUTH FLORIDA AND DO NOT WANT OUR TREASURE COAST TO BECOME SOUTH FLORIDA. Our government officials have worked very hard to protect and preserve our cities and towns. We have low density buildings, quiet neighborhoods, clean air, and beautiful beaches. We cannot be considered one in the same with south Florida and yet you lump us all together in your studies.

I am a resident of Vero Beach and we have many train crossings that go through our little town. Think about all the small restaurants, shops, movie theaters that will be effected by this insane project. Vero Beach will become a very undesireable city. You can't tell me these businesses and homes near the tracks will not be effected by AAF.

I question how sustainable Phase 11 of this project will be and what happens when it fails.
What is the projected ridership and revenue for the years2017-2019? When did All Aboard Florida conduct the "Tierd Alternative Analysis" and how can I get a copy of this. How will I as a taxpayer be effected by this project if it fails? We are not SOUTH FLORIDA, and our needs are very different. We need The Federal Railroad Administration to reject granting the loan for this project.

Sincerely,

Barbara DeTurris

Barbara DeTurris

VINCENT E. DETURRIS
595 REEF RD.
VERO BEACH, FL 32963
772-234-2836

9/24/2014

MR. JOHN WINKIE
% OF THE FEDERAL RAILROAD ADMINISTRATION
1200 NEW JERSEY AVE. S. E.
ROOM W38-31
WASHINGTON, DC 20590

DEAR MR. WINKIE,

AS A FULLTIME RESIDENT OF FLORIDA FOR THE PAST 14 YEARS, I APPEAL TO YOU AND YOUR ORGANIZATION TO REJECT ANY SUPPORT FOR ALL ABOARD FLORIDA, BASED ON THE NEGATIVE IMPACT THIS PROJECT WILL HAVE THROUGHOUT THE CENTRAL COAST OF OUR STATE, KNOWN AS THE TREASURE COAST.

AFTER REVIEWING THE DRAFT OF THE ENVIRONMENTAL IMPACT STUDY, I BELIEVE YOU MISSED THE REAL IMPACT ON THE PEOPLE OF OUR COMMUNITY AND ALL THE OTHER COUNTIES AND TOWNS THAT MAKE UP THE PATH FOR ALL ABOARD FLORIDA.

TO ADD INSULT TO INJURY, I KNOW AS DO MOST OF OUR RESIDENTS, THAT THIS PROJECT DISGUISED AS PASSENGER SERVICE WILL BE NOTHING MORE THAN FREIGHT SERVICE.
THE EXPANSION OF THE PANAMA CANAL AND THE PORT OF MIAMI FLORIDA DICTATES THE END GAME OF THE PROJECT. THERE IS NO MONEY IN PASSENGER SERVICE, BUT FREIGHT IS ANOTHER ISSUE. GIVING THE GREEN LIGHT TO LINE THE POCKETS OF A FEW AT THE EXPENSE OF MANY WILL COME BACK TO HURT ALL OF US.

I AM A RETIRED EXECUTIVE OF A MAJOR INTERNATIONAL CORPORATION AS ARE MANY OF OUR RESIDENTS ARE, SO WE ARE NOT FOOLISH NOT TO SEE THOUGH THIS SCAM.

OUR LIVES WILL BE DISRUPTED IN MANY WAYS FROM NOISE, PROPERTY VALUE, AND DELAYS IN TRAFFIC BOTH ON LAND AND FOR BOATERS ON THE INTERCOSTALS WATERS.

PLEASE THINK OF THE RESIDENTS ON THE CENTRAL EAST COAST OF FLORIDA WHO WILL HAVE NO RAIL SUPPORT, JUST DISRUPTION.

SINCERELY,

VINCENT E. DETURRIS

11/11/19

Patricia + William Dennison
4790 Ashley Lake Circle
Vero Beach, Fl.
32967

To: John Thinkle
Federal Railroad Adm.

- In regards to the plans of an All-Aboard Railroad through the Treasure Coast - is such a very poor plan - in regards to destroying our precious lands and wildlife.

Not to mention the frequent, very loud trains (at 32x/day) will impact the access to Emergency Services and medical attention being delayed - at very crucial times. Peoples lives will be at risk.

The better plan is to build your tracks out West. Everywhere, but here along our beautiful coast.

We will be losing the Paradise that this part of Florida has always been.

Add our names to the petition against All-Aboard Railroad.

Patricia Sargent-Dennison
William Dennison

12-1-14

To Whom It May Concern:

I believe AAF will destroy this town and many industries in it.

Vero Beach is a retirement haven. Many older people have emergencies to the hospital and these will be held up with the number of trips by R.R. planned. The town will be cut in half and the beach hardly accessible. The boating industry will be hampered and the noise atrocious.

We

©U.F.S., INC.

voted a number of years ago against increasing the rail traffic. What happened to our vote.

Many crossings are very dangerous now ie Midway Rd in Port St. Lucie between 25th and the turn pike.

Stuart is another problem. No sailboats there!

Where are our grass roots petitions? I haven't seen one.

Sorry about expanding the Panama Canal. It doesn't belong to the USA

©U.F.S. INC.

any more We
need to rethink
using it anyhow -
Maybe Cargo Planes
Yours truly,
Janice DeMars

425 - 14th St. SW

Vero Beach, FL.
32962

©U.F.S., INC.

Federal Railroad Administration

Attn: John Winkle, Room 38-31

2100 New Jersey Avenue SE

Washington, DC 20509

Dear Sir:

I am writing to ask that the Administration withhold funding for the West Palm Beach-Orlando leg of the proposed high-speed train service intended to connect Miami and Orlando for the following reasons:

1—The trains will be travelling thru our small town at speeds in excess of 100 MPH on tracks which divide our community into distinct East-West sections with the bulk of the businesses West and the Hospital and Medical Facilities East.

2—People with life-threatening conditions may not be able to reach the hospital. First responders will be gravely hampered in carrying out their urgent duties.

3—We have no train station in Vero Beach so no one can take advantage of any passenger trains that might run on these tracks.

4—We do have a large population living and working very close to the tracks. Our Historically Landmarked Heritage and Community Centers are next to the tracks and won't fare well from all the vibration.

5—An increase is expected in both the number and size of freight trains using these tracks causing even more noise and disruption to our community.

There exists a parallel set of tracks West of I 95. I feel that since we have no passenger terminal, money would be better spent shifting train traffic to that set of more westerly tracks.

Thank you for your attention,

Sincerely, Mr. Mrs. Laurence Del Vecchio / Residence 1280 29th Ave V.B Fl. 32960

Mailing Address { P.O Box 6566 Vero Beach Fl. 32961

LETTERS TO THE EDITOR
P O BOX 9009
STUART, FL 34995 9009

AUGUST 4, 2014

FROM; LAWRENCE DEL VECCHIO
P O BOX 6566
VERO BEACH, FL 32961
1280 29TH AVE
VERO BEACH, FL 32960

THERE IS A SIMPLE SOLUTION TO FINDING OUT HOW MUCH OF A PROBLEM WOULD BE FELT BY INDIAN RIVER AND OTHER COUNTIES BECAUSE OF ALL ABOARD FLORIDA.
GET THE PROPOSED SCHEDULE OF ALL TRAINS GOING NORTH AND SOUTH,INCLUDING F E C FREIGHT TRAINS. ESTIMATE THE NUMBER OF TIMES AND FREQUENCY THAT GATES WILL HAVE TO OPEN AND CLOSE. THEN OPEN AND CLOSE THEM AT THOSE TIMES FOR TWO DAYS AND YOU WILL KNOW WHAT THE PROBLEMS WILL BE. LET THE PUBLIC AND COMMUNITY BE INCONVENIENCED FOR TWO DAYS AND YOU'LL KNOW FOR SURE. PICK TWO CONSECUTIVE DAYS AND. DONT LET THE PUBLIC KNOW. EACH COUNTY CAN DO THE SAME TEST AND ALL WILL KNOW HOW BAD IT WILL BE. MY GUESS IS THAT GATES WILL CLOSE AND OPEN ABOUT EVERY FIFTEEN MINUTES. HOW'S THAT FOR A TRUE TEST ?

You will not do this test because you know what the results will be.
This train will be another looser like Am Trak and the public will pay the bill.
This is an up grade of the FEC railroad at the public's expense.
But you'll do it anyway like all good politicians

LDV

Mrs. Rita M. Corcoran
1405 22nd Ave
Vero Beach, FL 32960

John Winkle
Federal Railroad Administration
1200 N J Avenue SE Room W38-31
Washington DC 20590

Dear Mr. Winkle,

I don't think there will ever be enough passengers to pay for running AAF trains. Since considering an additional 3rd track AAF should use inland tracks if they ever operate at all.

There are always cost over runs and taxpayers will be paying for it when private investors find it no longer profitable for them.

Passenger trains would create unacceptably high vibration levels for 3,300 homes and 513 businesses and that is for only one portion of track.

Unless trains operate in less populated areas they should not operate at all.

Sincerely,

Nov. 21, 2014

Dear Ms. Winkle,

We are puzzled by private parties seeking their own limited objectives and significant disruption to a majority of residents with great inconvenience yet little cost of their own! We oppose the proposed AAF.

It is surprising that this initiative is receiving serious consideration given the large number of citizens whose daily routines will be negatively impacted and the relatively modest benefit for the tourist industry. We believe it is asking too much of the impacted constituencies with NO attendant benefits.

Thank you for considering our point of view.

Chris + Keena Clifford
537 White Pelican Circle
Vero Beach, Fl. 32963

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Avenue, SE Room W38-311

Washington, DC 20590

7 November 2014:

Dear Mr. Winkle:

At the All Aboard Florida Public Comment meeting which I attended on November 5, 2014 in Indian River County, Florida, we were directed to send our letters and concerns to you. With this in mind, I am forwarding you the following information.

In the past 8 months of dealings with AAF I have found that there has been insufficient and at times conflicting information provided to the Florida East Coast communities by AAF. For instance, at the community High Speed Rail Committee meetings attended by AAF representative Rusty Roberts the message conveyed was that the Railroad Plan was a fait accompli and thus public comment seemed futile.

Subsequently, after much public discourse, this information was changed to an advisement that comments could be submitted exclusively in response to the Environmental Impact Study (EIS) which would be forthcoming.

Ultimately, the message was again expanded and citizens were directed to contact Federal/State/Local Political Representatives as well as Federal and State Transportation and Railroad Administrators. I previously contacted Joseph Szabo of the FRA, among others, and received a pro forma response letter citing the preparation of the EIS and that DOT would be insuring that AAF met all Federal requirements.

Now that the EIS has been released, we have learned that this report was prepared by experts selected and paid for by AAF. I have also read that AAF contributed $3.5 million dollars to the campaigns of many Florida politicians. Needless to say, this does not imbue feelings of confidence or trust in this entire process.

Finally, after much anticipation, the AAF public meetings are taking place and we realize that these are not actual public forums with open Question and Answer sessions, no actual democratic process. Instead there are displays of the AAF benefits, so called experts with whom to consult and a place to deposit written concerns. This gives full meaning to the experience of "getting railroaded".

However, recognizing that there are few opportunities to publicly verbalize our concerns, I shall submit the following suggestions.

1.The EIS should be submitted to the Federal Environmental Protection Agency for review and analysis. Indian River County has environmentally protected gopher tortoises and scrub jays whose environment is in the vicinity of the railroad tracks in certain areas. These need to be protected. Also, there was a significant Archaeological dig, the Vero Man, which must be sequestered from any type of activity which would violate this site.

2. The CSX: I believe that the communities of the Florida East Coast have been misrepresented as being anti All Aboard Florida. This is not the case. We are in opposition to the fact that AAB selected the NS corridor adjacent to US 1 which travels through the highest density, congested areas of the State. When we asked the AAB representative the rationale for this, we were told that one of the major concerns was that AAB does not own the right of way. When we asked about buying or renting the right of way, we were told that cost was of concern. It astounds me that in a multi-billion project of this magnitude, the cost of right of way would outweigh the concerns of public safety, population density and overall well being of communities.

3. Public Safety Concern: The statistics for crossing fatalities in Florida for the period 2000 to 2010: the state had 2867 miles of track and 173 fatalities. Florida East Coast (FEC), parent company of AAF, had 351 miles of track (12%) and 50 fatalities (29%).

Comparison of FEC to ACELA: FEC track has 95% grade crossing; ACELA has 98% bridge crossings. Adding 32 trains with 353 crossings in 195 miles in urban areas triples the opportunity for crossing accidents.

Comparison with ACELA'S lack of crossings: ACELA has experienced only ONE crossing accident with 3 fatalities and only 3 total crossing accidents in their entire history. In the past 15 years, ACELA has had 3 crossing deaths vs. 71 deaths on the FEC. FEC has 24 times a greater fatality rate than ACELA before adding 32 trains.

4. **APPLICATION OF ABOVE PUBLIC SAFETY CONCERNS TO MY OWN SITUATION: MY HUSBAND AND I LIVE ON AN ISLAND IN THE INDIAN RIVER LAGOON BETWEEN THE BARRIER ISLAND ON THE EAST AND US1 TO THE WEST. TO EXIT THIS AREA WE USE RT.510, THE ONLY ROAD WHICH CONNECTS OUR ISLAND AND THE BARRIER ISLAND TO THE MAINLAND. DURING THE PEAK POPULATION TIMES THROUGHOUT THE WINTER MONTHS, TRAFFIC CAN BECOME CONGESTED. HOWEVER, AS WE APPROACH US 1, IT IS IMPERATIVE TO KEEP THE INTERSECTION CLEAR OF CONGESTION IN ORDER TO MOVE THE TRAFFIC OFF THE ISLANDS.THE US1 NORTH AND SOUTH ROADS AND RT. 510 EAST AND WEST ROADS FEED INTO THIS MAJOR INTERSECTION. COUNTY RECORDS ALSO REVEAL THAT THERE HAVE BEEN MANY ACCIDENTS AT THIS LOCATION AS THERE ARE 2 MAJOR PHARMACIES LOCATED ON 2 DIAGNOAL CORNERS FEEDING ADDITIONAL TRAFFIC TO THE AREA. THERE IS APPROXIMATELY 500 FEET BETWEEN THE RAILROAD TRACKS AND THE INSTERSECTION TO ACCOMMODATE TRAFFIC PARKED WHILE THE TRAIN IS CROSSING. ALSO, THE ONLY FIRE RESCUE/AMBULANCE SERVICE FOR THIS ENTIRE AREA IS LOCATED ON RT. 510 ON THE BARRIER ISLAND. ANY EMERGENCY NEED TO TRANSPORT A PATIENT TO THE ONLY 2 HOSPITALS LOCATED ON THE MAINLAND MUST USE THIS ROUTE. THIS IS ALSO THE ONLY EVACUATION ROUTE.**

Very truly yours,

Bob and Sheila Clancy

Bob and Sheila Clancy

300 Cathedral Oaks Dr.

Vero Beach, Fl. 32963

772 388-1463

November 28, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W-38-311
Washington, D.C. 20590

Re: Draft Environmental Impact Statement –All Aboard Florida Project

Dear Mr. Winkle,

Thank you for the opportunity to comment on this proposed project.
I am the President of the Progressive Civic League of Gifford, Florida. Our organization is a 501(C) (3) organization which has been in existence since February 2, 1962. During the last 52 years, the League has worked hard to improve the quality of life for many Indian River County citizens but we have been particularly invested in improving the lives of the African American residents who make up the vast majority of citizens in the Gifford Community.
From what I can tell from reading the document, there has been a complete failure on the part of All Aboard Florida or FEC to communicate what would be done through the Gifford community and how the construction phase and ensuing service of All Aboard Florida would negatively impact Gifford.
The impact of construction is not outlined in the DEIS and was not previously communicated to the residents or leadership of the Gifford Community.
In 2013, prior to the DEIS, it was apparently deemed unnecessary to communicate with the Gifford community leaders. As a result, the DEIS is incomplete, out of touch and irrelevant to the Gifford community.
The report does not acknowledge the fact that the Gifford community has the highest minority population in Indian River County. Years ago, the FEC tracks were built right through the heart of our community with little or no regard for the fact that the construction would bisect the community. Packing houses, homes, businesses and bus stops are located on both sides of the railroad tracks. Our residents have to walk or ride their bicycles across the FEC tracks every day to their jobs on the other side of the tracks.
The Draft Environmental Impact Statement states that even before it was written, it was decided that "coordination with local preservation planning representatives used in Phase 1 was not warranted in Phase II and that consultation with local entities was not required for Phase II.
I submit to you that only local experts have the knowledge to comment on the depth of the problems that would be created by the construction of the All Aboard Florida project. There should have been consultant meetings for us in Gifford as they did in Miami, West Palm and Fort Lauderdale. As a result, the information for Indian River County and for Gifford in particular is inadequate, incomplete or a complete misrepresentation of facts.

For example, the report indicates that the project would not result in a residential displacement and neighborhood fragmentation or loss of continuity between neighborhoods because the neighborhoods developed around these conditions (the FEC Tracks). That is not true. The FEC railroad was built after the Gifford Community was established, not before. This section of the DEIS report does not take into consideration the cumulative impacts of both increased freight as well as the 32 new trains each day. This new project will create the very issues it denies. The negative impacts of All Aboard Florida for the Gifford Community are both short term and long term. In the immediate future, there will be a significant negative impact during the construction phase of the project.

Our access to emergency health care is across the existing tracks. The construction will further exacerbate the difficulties encountered by our elderly or injured when they seek emergency treatment at our local hospital. Emergency responders will be thwarted in their attempts to reach our needy residents and will be thwarted again when they try to take the elderly or injured back to the health care they will need. If we had been asked, we would have told consultants that the existing railroad tracks running through the Gifford Community already cause automobile and pedestrian traffic to come to a complete stop several times a day. This report does not address the cumulative impacts on our emergency health care needs from additional freight and the 32 new passenger trains earmarked for this corridor.

For the DEIS report to claim that there will be no adverse impact to our community which, I have learned is an Environmental Justice Community is absurd. The increase of the volume of trains from 10 to 22 while adding an additional 32 new passenger trains over this land area bisecting Gifford will result in a huge negative impact to our residents. Many of our homes are very close to the existing tracks. The increased noise and dust visited upon them will be substantial.

I suppose every report wishing to be approved says that it would be a benefit to a community as it relates to jobs during the construction period. Of course they don't say jobs per se but **job opportunities.** I think it is a bit of a stretch to say that All Aboard Florida will be hiring some Gifford residents for the construction phase. It is common knowledge that because there are no passenger rail stops there will be no resulting community benefit.

The if the proposal by All Aboard Florida is approved, the Gifford community will be further cut off from it's ability to seek health services on an emergency basis. The increased trains will cause more risk to the pedestrians who must cross the tracks to get to work or school. The noise levels in our community will rise, creating a more hostile environment for our residential community. On behalf of all of the residents of Gifford, I ask you to request the applicant to more fully assess the potential damage to the Gifford community before this project is approved.

Very Truly yours,

Joe N. Idlette

Joseph N. Idlette
President of the Progressive Civic League of Gifford
Vero Beach, Florida 32967

451 12th Place SE
Vero Beach, Florida
32962

Dear Mr. Winkle,

We are writing to express our concern about the damage that will be done to our town by having a high speed train go through it 32 times a day.

It will destroy our quality of life. We have 8 railroad crossings where cars will have to wait to go over the tracks. It will be impossible for ambulances, fire trucks and police cars to get where they are going when time is essential. Not only is it detrimental to our quality of life but also to our safety if there is ever a train derailment. Our real estate values will plummet because the noise and traffic problems will be horrendous.

Why should the citizens of so many towns be inconvenienced by this high speed train which will only serve the greedy few who will benefit financially by this.

Lets stop All Aboard Florida NOW.

Concerned citizens
Annette Cerro
Rocco Cerro

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 within earshot of the rail lines along Rt 1 in Indian River County and have reason to cross these tracks regularly. The increased traffic, and the speed of the passenger rail traffic, are a concern to me. The added noise, delays and safety related to high speed rail will not only impact my daily routine but will likely degrade the value of my home. These tracks should be in the center of the state where no such problems would occur.

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	Bob Cawley
Address	5165 St. Andrews Island Dr Vero Beach, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available

11-25-14

To Whom It May Concern

On this coming December 23rd I hope to reach the age of 88 years old, so this attached letter could be my last "do battle" against the insensitivity of the "big guys" towards the individual's right to preserve their gentle way of life in our beautiful Vero Beach. So, no thank you to the proposed high-speed train.

Gertrude B. Casey

Gertrude Casey
101 W. Park Shores Cir.
#5W
Vero Beach, FL 32963-3885

Federal Railroad Administration

Attn: John Winkle, Room 38-31

2100 New Jersey Avenue SE

Washington, DC 20509

Dear Sir:

I am writing to ask that the Administration withhold funding for the West Palm Beach-Orlando leg of the proposed high-speed train service intended to connect Miami and Orlando for the following reasons:

1—The trains will be travelling thru our small town at speeds in excess of 100 MPH on tracks which divide our community into distinct East-West sections with the bulk of the businesses West and the Hospital and Medical Facilities East.

2—People with life-threatening conditions may not be able to reach the hospital. First responders will be gravely hampered in carrying out their urgent duties.

3—We have no train station in Vero Beach so no one can take advantage of any passenger trains that might run on these tracks.

4—We do have a large population living and working very close to the tracks. Our Historically Landmarked Heritage and Community Centers are next to the tracks and won't fare well from all the vibration.

5—An increase is expected in both the number and size of freight trains using these tracks causing even more noise and disruption to our community.

There exists a parallel set of tracks West of I 95. I feel that since we have no passenger terminal, money would be better spent shifting train traffic to that set of more westerly tracks.

Thank you for your attention,

Sincerely, Gertrude B. Casey

Gertrude Casey
101 W. Park Shores Cir.
#5W
Vero Beach, FL 32963-3885

DOUGLAS M. CASE
501 Bay Drive
Vero Beach, Florida 32963
772-231-4599
dcaselaw@bellsouth.net
November 24, 2014

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

Re: All Aboard Florida

Dear Sir:

My wife, Marilyn, and I are very much opposed to the passenger rail service proposed by All Aboard Florida ("AAF"). The FRA should not grant the loan request of AAF to borrow $1.6 billion.

They propose to send 32 trains through the downtown areas along the Treasure Coast of Florida at speeds of up to 110 miles per hour. The speed and the large number of trains will destroy the communities as we know them along with the existing quality of life in our beautiful community.

Running 32 trains at such high speeds through our developed areas each day will lead to an increase in the number of accidents involving trains. Children as well as adults will be needlessly killed. The level of safety in our community will decline.

Running 32 additional trains through our area each day will significantly increase traffic congestion. When emergency services need to cross the railroad tracks—whether police, fire or ambulance—they will be delayed. Many senior citizens live on the west side of the railroad, while the hospital is on the east side. The congestion and traffic delays in some cases will lead to dire consequences, some of which will be fatal, for those in need of emergency services.

Other routes are available which do not run through the center of the developed coastal area. If many high-speed trains are to run through the area, they should be redirected to areas where they will not have so many negative adverse effects on the people already living here.

In view of the negative impact AAF would have on our community, we urge you to NOT allow AAF to run additional tracks through the Treasure Coast and NOT lend them any money.

Very truly yours,

Douglas M. Case

Douglas M. Case

Oct. 30 2014
830 Lake Orchid Circle
Vero Beach, FL 32962

To:
John Winkle
Federal Railroad Administration
Washington, D.C.

My husband and I reside in Vero Beach a few blocks from the railroad. I am writing to you to express my opposition to the "All Aboard Florida" railway plans. It is my understanding that there will be several trips a day passing through. Aside from the noise created, the interruption in traffic flow due to the many crossings in Vero is going to be horrific and we who live in the towns enroute don't benefit from this at all. Please reconsider the options.

Sincerely, Maureen C. Carey

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:

There is absolutely no market study to show need for 32 passenger trains a day.
The environmental impact to the Treasure Coast (Indian River, St. Lucie & Martin Counties) cannot be calculated at this stage, but will include:-
① Noise to homes, businesses, hospitals ② Vibration to the same ③ Delays to all traffic within ½ mile.
④ Depreciation to property values.

Letter: Trains keep people trapped at crossings for long periods

Tuesday, June 24, 2014 Martin Carder, Vero Beach

http://www.tcpalm.com/news/2014/jun/24/letter-trains-keep-people-trapped-at-crossings/

On June 6, for the second time in two weeks, I along with many others were trapped west of the railroad tracks on 53rd St. in Vero Beach. An FEC freight train was parked across the tracks for at least an hour and a quarter, maybe longer as others were there before me. So why didn't we do a U-turn and go back to 58th St.? Only swamp buggies can negotiate the curbs across the median as there is no turn-around close to the tracks. No hope for semis.

I called the FEC and the Sheriff's Department after an hour and received the same message that they were "switching cars" and would take another 15 minutes.

Does anyone seriously think that 32 passenger trains a day can be safely integrated onto the same tracks, without greater stress to our community?

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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	MARTIN CARDER
Address	5540, N. HARBOR VILLAGE DRIVE #101 VERO BEACH FL 32967.
email	Please provide your email address if you would like to receive notification when the FEIS is available Snookcatchers@Bellsouth.net.

14 High Ridge Road
Little Egg Harbor
New Jersey 08087
October 8, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave; SE
room W38-31
Washinton, DC 20590

Dear Sir,

I am writing in regards to the projected All Aboard Florida passenger train service from Orlando to Miami, and return. I have a condominium at Vista Royale in Vero Beach, Florida, that I live in during the winter months. I am very concerned about this possibility and am against it, for several reasons. My condo is close to Route #1 and the noise of the existing trains, and the blowing of their whistles, can be quite disturbing. I cannot fathom the possibility of another thirty-two trains and their noise.

My major concern is the issue of safety, and the back-up that can occur, especially at the railroad crossing at 4th street, to Route #1, and the disruption of emergency services, ie:-police, fire, and ambulance services. I have seen back-ups due to the regular amount of trains that utilize this railroad crossing now.

I urgently request the reconsideration of this project. I would hope that it could be relocated to a less densely populated area of Florida.

Thanking you in advance,'

Sincerely,

Donna J. Campana

Donna J. Campana

Georgeann Allard Calendine
342 West Temple Court SW
Vero Beach, FL 32968
772-563-4866
October 28, 2014

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

Dear Mr. Winkle:

I urge you not to allow "All Aboard Florida" to upgrade railroad tracks and build new ones as well, along the East coast of Florida from Miami to Orlando.

The people of the East Coast of Florida are not "All Aboard" this train. This program will run 32 high speed trains per day through the middle of every city on the East coast (Treasure Coast) of Florida. These trains will separate the people living in these cities and towns from their hospitals, emergency squads, police, and fire departments. The trains will not stop between Fort Lauderdale and Orlando. They will simply roar through all of our towns creating noise and traffic problems; they will possibly be endangering people's lives due to the need to wait for the police, fire departments, emergency squads, etc.

If one of these trains would derail in the middle of town there would be serious injuries, death and destruction.

"All Aboard Florida" needs to borrow more then 600 million dollars to upgrade the southern route of these trains. If/or when this is accomplished they will need another six million to upgrade the northern half of the rails. This is more than one billion dollars that will be needed for the upgrade. If this amount of money is required, then is past time to move the trains to the west of all of our towns, along I-95 or the Florida Turnpike.

The highway systems know enough not to build freeways through the middle of every town. The railroad companies should also realize the problem. There is very limited population to the west, in the center of the state. If you look at a map of Florida you will see that all of the population is along the coasts of the state. Trains need to go elsewhere. Furthermore, if the company building this monstrosity goes bankrupt, they have assured us that we "inherit" the tracks (as well as the debt to destroy our towns).

Please spare our towns from the nightmare of "All Aboard Florida."

Sincerely yours,
Georgeann Allard Calendine
Georgeann Allard Calendine

1811 E. Sandpointe Place
Vero Beach, FL 32963
September 29, 2014

Mr. John Winkie
Federal Railroad Administration
1200 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Mr. Winkie:

This letter is in reference to the proposed fast train service, commonly known as All Aboard Florida, estimated to begin service in 2016 between Miami and Orlando, Florida. Those of us residing in Vero Beach, and other small cities and communities along the proposed route, would receive no benefit from All Aboard Florida, and on the contrary, would be adversely impacted by this proposed fast train service.

The citizens of Vero Beach would be subjected to 32 daily trains traveling at over 100 mph through the heart of our small community, in addition to the freight trains that currently use this route. The obvious adverse impact on our quality of life, including noise, safety, property values, disruption of everyday activities, and the negative impact on our small business establishments are so apparent that we need not repeat them here.

Instead, we want to give you one concrete example of how this proposed fast train service would affect our quality of life. We love to take our grandchildren to a small public park located in the "Old Town" section of Vero Beach, where they can play on the swing sets, sliding boards, jungle jim's, and other similar attractions designed for the enjoyment of children. While at this playground, they meet and play with children from different ethnic backgrounds, which exposes them to different races and cultures, which we believe is educational and beneficial to their development.

This park is located close by the railroad that runs through the heart of our city. The occasional freight train traffic that we now experience is noisy and frightening to very small children. The added whistles and noise generated by All Aboard Florida will be so disruptive that we will probably cease taking our grandchildren to this park, thus depriving them from a healthful and educational experience. This is just one example of the numerous adverse impacts that would result from All Aboard Florida train service.

We are not opposed to fast train service. In fact, we think it would be beneficial to the development of Florida, and the reduction of vehicular traffic on our crowded highways, if it was located in a more rural and less developed part of the state instead of through our small cities and communities. We earnestly request that you reject the proposed route of All Aboard Florida because of the many disruptions it will cause to the quiet enjoyment of our quality of life.

Sincerely,

John J. Burns

Lynne W. Burns

Oct. 30, 2014

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

Dear Mr Winkle:

I am a resident of Vero Beach FL and highly oppose the trains running through Vero Beach every 45 minutes. They will disrupt our quite community and create traffic problems as well as creating a downside to our Real Estate values . I suggest you run the trains along Hwy 95 if you must bring them though here.

Sincerely

Jane Burkhart

Jane Burkhart

JERICHO NY
VERO BEACH

Subject: ALL ABOARD FLORIDA -STOP TRAIN PROJECT

From: robert rehm (bobbelex@yahoo.com)

To: aaf_comments@vhb.com;

Cc: bob_benoit44@yahoo.com; bankdot1@yahoo.com;

Date: Saturday, September 27, 2014 8:52 AM

Dear Madam and/or Sir:
I/we are the owners of Vista Royale Condominium Association, 1 Vista Palm Lane, #202. Presently I/we experience the loud sound of trains passing through our Vero Beach community several times throughout the day and night. To add additional train traffic (ALL ABOARD FLORIDA) will increase and exacerbate this level of noise and and severely limit our peaceful use of the many outdoor activities we currently enjoy. We/I am also concerned that my and all 1512 Vista Royale properties will decline in value because of the diminished access to our community and the increased noise generated by the high speed trains.

It is respectfully requested that you employ all of your efforts to STOP THIS TRAIN PROJECT FROM GOING FORWARD!

Thank you.
Robert A. Rehm and Dorothy H. Breuer

Robert A. Rehm
Dorothy H. Breuer

Dear John,

Please don't let them ruin our Treasure Coast!

Love,

Doris

Mrs. Doris K. Brandi
100 S Catalina Ct.
Vero Beach, FL 32963-1067

11/13/14

Dear John,

I was sitting at Pine Kingdom in Vero Beach which is just east (a block) from the railroad. I counted 148 freight cars on one train passing at about 50 miles an hour.

I wonder how many people that train inconvenienced.

Please stop ABF! It will train many lives!

Doris K. Brand
109 Catalina Ct.
Vero Beach, Fl.

Oct 2 2014

Dear Mr Winkle,

I have lived in Florida since 1970. Many good changes have taken place in those years but the possible new railroad is not a good thing particularly for my town Vero Beach. I was stopped at a rail crossing last week and 40 + freight cars drifted across the crossing. I ~~thought~~ they were to take 5 minutes. This train took 10-15 minutes. And now we must endure the new train which will not benefit us in anyway. Money seems very evident. Please fight this!

Sincerely
Virginia H Bishop

Vero Beach, FL 10/31/14

Dear Sir,

Why does All Aboard Florida have the right to interfere with the lives and livelihood of so many people? And why 32 times a day?

We are concerned about safety of emergency vehicles, inconvenience ~~of~~ to people and business, noise levels, decreased property values, etc. etc. etc.

Dr. and Mrs. R. Beadle
4895 Coventry Ct 32967

December 2, 2014

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

RE: PUBLIC COMMENT ON THE ALL ABOARD FLORIDA PROPOSAL

Dear Mr. Winkle:

With respect to the high-speed All-Aboard Florida ("AAF") passenger train proposal, the words of Mark Twain seem very appropriate, "Common Sense Is Very Uncommon." The AAF proposal fails common sense tests on multiple grounds.

First and foremost, safety concerns top the common sense list. AAF will use about 190 miles of the existing, largely unfenced Florida East Coast Railway ("FEC") line through the Treasure Coast and other well-populated areas where there many grade level crossings. For example, in or near Sebastian and Vero Beach, there are 31 grade crossings according to the Federal Railway Administration data. In or near Ft. Pierce there are 33. In or near Stuart there are 23. To compound the high-speed risks, there are quite a few places where the line of sight from the locomotive cab to the rail crossing is well-under one half mile, such as the curves preceding the 4th Street crossing in Vero Beach and the A1A-South crossing in Ft. Pierce. Another example is where the AAF route will run through the heart of downtown Stuart, a situation where high speed is unthinkable. Another example is Palm Beach County where there are 114 crossings.

We are very concerned about the dangerous prospect of 32 high-speed passenger trains per day traveling at speeds up to 110 mph in addition to 14+/- freight trains per day (20 per day projected for 2016) raising the safety risks at grade level crossings. Typically in about 20 to 25 seconds the warning lights and bells activate, the gates come down and the typical freight train starts through the crossing. Multiple observations have confirmed this timing in Vero Beach and Wabasso. Many of these freight trains apparently run at approximately 45 mph or so (based on speed observations in Indian River County), less than half of 110 mph maximum speed for AAF trains along the Treasure Coast. Even if the devices triggering the protections are located further from the crossing, there is little room for traffic to clear or vehicle error with high-speed AAF trains. The 2010 Operation Lifesaver Report provides relevant information --

- "Nearly 1,000 people die each year by being on or too close to railroad tracks.
- Most collisions occur with trains traveling under **25 mph.**
- Most collisions occur within **25 miles** of the driver's home.
- Approximately **60%** of all collisions occur in daylight hours.
- At **55 mph**, it may take a train up to **1 mile to 1½ miles** to stop in an emergency.
- Nearly **34%** of all collisions occur at crossings equipped with active warning devices.
- **23%** of all collisions occur when the vehicle runs into the side of the train.
- You are **60 times** more likely to die in a collision with a train than in a collision involving another motor vehicle."

In addition there are existing freight switching operations that sometimes obstruct one or more crossings for extended time periods. This occurs, for example, at locations in Vero Beach and other areas where the concrete and asphalt plants have rail sidings. Common sense suggests that these operations complicate the safe running of high-speed trains.

It is hard to see the common sense in allowing 32 high speed trains per day plus 14 or more (estimated at 20 per day by 2016) freight trains through built-up, well-populated living areas with so many high traffic grade-level crossings. Add to this the possibility of trains running in opposing directions on the existing FEC line which is mostly single track at this time. Looking ahead, will FEC/AAF provide parallel tracks throughout all of the 190-mile section of AAF route using existing FEC right of way? What effects will anticipated increases in freight traffic bring? Will the to-be-constructed 45-mile route from Cocoa to Orlando have parallel tracks to safely accommodate AAF trains moving at up to 125 mph and other traffic? How many grade crossings will that section have? Will old operating bridges over navigable waterways have two tracks, or will they become rail traffic chokepoints like the single-track trestle bridge over the St. Lucie River? There are common sense implications in all of these questions. The proposed new Cocoa to Orlando route includes a 7.5-mile segment that cannot accommodate two tracks.

From experiences in traveling on high-speed trains in France, Germany, Italy and the UK, grade-level crossings there seem infrequent. Dual dedicated tracks and grade separation at crossings appear to be more prevalent in Europe which makes good common sense. Furthermore, the prospect of three times as many delays at railroad crossings has serious implications for public safety for the population in the Treasure Coast and other areas. For example, in Indian River County the majority of the population lives west of the FEC railroad tracks to be used by AAF while the only two hospitals and emergency rooms in the County are east of those same tracks. First responders will be negatively impacted by the addition of the AAF high-speed trains. School buses will also be at greater risk.

Secondly, it appears that AAF's proposal for Federal funding or loan guarantees may also violate the common sense test. AAF is more than pleased to get Federal backing or funding for its proposed passenger service so that the "private profit with public risk" objective will be obtained. This does not serve the common sense best interests of the public. Having seen a large number of project financing proposals over many years, I have come to understand that there is no such thing as a bad "pro forma" financial statement. Unfavorable "pro formas" never see the light of day. The AAF assumption of transporting 10,000 passengers per day needs to be closely examined. For example, is there enough local transit and/or parking capacity at passenger end-points to adequately support such a volume? Is the proposed volume of passengers just wishful thinking? Is the three-hour trip time being understated? One way to gain some perspective is to compare AAF's projected ridership of 3,650,000 passengers per year with Amtrak's established *Acela Express* ridership results. With the understanding that the *Acela Express* serves a much larger market (Boston-New York-Washington, DC), for the fiscal year ended September 30, 2014 ridership was only 3,545,306 passengers. Even allowing for tourism- related travel, the AAF projection seems optimistic at best, more likely dubious, given comparative market size. In fact, the anticipated AAF three-

hour scheduled journey from Miami to Orlando may be an overly optimistic goal due to safety-related speed reductions and bridge opening schedules, among other considerations. If so, longer trip times may adversely impact ridership projections. The *Acela Express* in the Northeast Corridor takes 3.5 hours with limited stops to travel 229 miles from New York City to Boston which is a shorter distance than the 235 miles from Miami to Orlando for AAF.

So what is really driving this AAF proposal? AAF's privately-owned parent company (Florida East Coast Industries) also owns Florida East Coast Railway whose business may have slipped somewhat in recent years. Based on Federal Railway Administration ("FRA") statistics, FEC's freight business in 2013 appears to have declined about 30% from its high in 2006. This estimate uses train miles reported to the FRA as an indicator since freight tonnage, carloads and other data were not readily available. FEC's tracks and infrastructure represent a "sunk cost". FEC has already made the investment and the ongoing maintenance and taxes are pretty much fixed costs. For railroad owners, track utilization is name of the profit game. FEC will be thrilled to get the rental payments from its sister company AAF for use of its tracks and infrastructure. FEC can use the incremental revenue and has little to lose. If AAF does not succeed, FEC is apparently not at risk for the financing, but will continue to enjoy the full benefits of all the improvements to its railroad line capacity, including reconstruction and parallel tracking of 23 fixed bridges according to Appendix 5.3.1 A of the recently released Environmental Impact Study. As an aside, the risks of local counties and municipalities related to public road crossings may dramatically increase as a result of adding 32 high-speed AAF trains daily as well as more, longer and faster freight trains, because of provisions in some public crossing agreements that create potential liability.

Given that steam locomotives are no longer in use, we might conclude that it is AAF and FEC who are really "blowing some smoke" about this high-speed rail project. For FEC, which like AAF is a subsidiary of Florida East Coast Industries, deep down "AAF" really does mean "All About Freight". Why wouldn't freight rail line owners be very happy to greatly upgrade their railroad's "capacity" (for lack of a better term to describe ability to run more trains) with substantially all of it paid by AAF after AAF reaches into the taxpayers' pocket on way or another? Easy decision, especially if that "capacity" improvement better positions FEC for gaining market share from "...freight traffic that is expected to double between 2016 and 2020 with the expansion of the Panama Canal". Even if AAF defaults on whatever financing it gets, the collateral offered can be viewed as essentially single-purpose which makes the lender's position potentially less than what might be desired. As a retired former speechwriter for the President of the American Association of Railroads was recently quoted, "I know of no passenger rail service that is profitable..." which provides all the more reason to reject Federal or State loans or guarantees to AAF, particularly given the dubious ridership assumptions in the AAF proposal.

One might reasonably conclude, from a common sense point of view, that the other beneficiaries of All Aboard Florida (such as FEC, Central Florida Expressway Authority, various Miami real estate interests, the Greater Orlando Aviation Authority whose land lease for AAF yard facilities was indispensable, among others) get what they want at the expense of the more

than 600,000 or more people living in the Treasure Coast who are being "thrown under the AAF train" to benefit special interests. According to a recent newspaper article, the Treasure Coast received little or no attention in the Impact Statement that was bought and paid for by AAF. Why is that, and how does such an omission meet common sense and fairness standards? That point was reinforced by at least one local Member of Congress.

Yes, the official three-county Treasure Coast population estimate is 570,000 as of April 2014, but that excludes the very large number of seasonal residents. This leads us to another common sense issue. Quality of life counts for all of us who are full-time residents. It is also an attraction that brings many seasonal residents who buy or rent houses and contribute importantly to our local economy. If, as predicted, the character and quality of life in our communities is diminished because of AAF high-speed trains, it seems reasonable to believe that property values and our local economy will be adversely affected. This particularly includes local businesses that are relatively closer to the FEC/AAF rail line. For example, I have been a number of times at a Vero Beach auto dealer facility located on the east side of FEC's single track line, when freight trains have come through and have rattled the whole building. It should get interesting when 110 mph trains come thundering through and when freight traffic grows to 20 trains per day as projected in the Environmental Impact Statement. One of the Indian River County Commissioners recently reported that "valuations drop for homes within 200 to 1,000 feet of the tracks when high-speed rail goes in". We do not need this outcome.

To my knowledge, the common sense deficiencies of the AAF proposal may not have been fully considered. Safety concerns, worsened delays at the many critical East-West crossing points, dubious project economics assumptions, misalignment of FEC/AAF motivations and public interests, private profit at public risk and significant adverse impacts on quality of life and property values are a good list of reasons why the FRA should reject the AAF proposal. AAF is a bad risk decision for any kind of Federal government financing arrangement.

If AAF's proposal is such a great idea, let AAF find private financing as they have purportedly said they can do. If a sufficient economic case to be made for the Miami-Orlando rail connection, then let AAF find a more suitable route to the west of that which is proposed. Of course, then FEC will not reap the revenue benefits they anticipate, but the public interest will be better served and the damage to the Treasure Coast will be avoided. Or, entrepreneurs like Megabus can organize a system of express, double decker motor coach transportation that will do the job at a much lower cost. Or, perhaps improvements can be made to the existing Amtrak service between Miami and Orlando to expand service. Not approving any Federal loans, guarantees or financing assistance for All Aboard Florida will much better serve the great number of people living in the Treasure Coast and other Florida communities who will be adversely affected. Mark Twain was right.

Very respectfully,

John F. Beckert

John F. Beckert, 9145 Seasons Terrace, Vero Beach, FL 32963 Tel: 772-589-9391

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:

You have heard all the objections, too many to rewrite. Enclosed are just a few, please read @ your leisure while the train sounds it horn.

* The number one issue is lack of concern in regard to deaths and other causes of human effects to our lives. The EMS & Fire cannot afford to wait @ the tracks 32 times plus to help people in need.

It is all a scam just as government shoves more & more down our throats to choke on!

Thanks,
Barnell

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	BARRETT
Address	265 Hawthorne Ln Vero Bch, Fla. 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available

Mr. Winkle,

No! NO! NO!

We do not want this "All aboard" in our area. We have a wonderful community and don't want the "FAT CATS" roaring thru it. Stop this insanity.

Margaret Baker

2014
Mrs. Margaret Baker
Apt. 229
655 14th St.
Vero Beach, FL 32960-7602

6250 Arrowhead Lane
Vero Beach, FL 32967

Federal Rail Administration
1200 New Jersey Ave. S.E.
Room W38-31
Washington, DC 20590
Sept 22, 2014

Dear Mr. Winkle,

I wish to submit my comments (into public record) on the All Aboard Florida high speed rail EIS report. Across the nation unelected, unaccountable and in most cases unknown individuals are deciding policy for "We the People". In our area this is known as the Seven50 regionalism scheme. One of the many goals of regionalism is for the densification and **steering** of populations along a road or rail. Developers Dover Kohl and Partners admit this openly on Twitter! The godfather of New Urbanism, Andres Duany told us directly in his May 2013 lecture (to the Treasure Coast Regional Planning Council) that "fascism, it's efficient". We believe he means what he says.

So, we are asked to accept a train that has little or NO benefit to anyone... with the exception of Disney World, corporate elitists and Seven50 regionalists. Above all, we are asked to accept a train that will destroy our small, quiet, historic coastal towns. Adding more insult to injury, we will be fighting transit oriented development until kingdom come! At least 3 unnecessary, high density housing plans have been presented already. AAF and the accompanying developers are proceeding as if this project is a forgone conclusion.

The overwhelming majority of citizens who know about AAF do not want this train, period. This will turn our area into one massive, noisy, grinding industrial zone as the project transitions to freight. With property rights, come responsibilities. Sadly, AAF is simply taking advantage of the current culture of regional control at our expense.

THE PEOPLE HAVE SPOKEN. No trains, no stops, and especially no transit development. We have the right of self-determination. **We do not want the re-engineering of our cities**. As the founders of our great nation intended, we have the right to decide where we live and how we travel. Home rule and state's rights must prevail.

The reasons for eliminating this route are legion. Please save our coastal towns from destruction forever.

Stephanie Austin

Stephanie Austin

Please do not let
All aboard Florida!
It will ruin the whole
coastline of Florida -

Go west!

Donna Archer
Vero Beach - Fl

APT 304
1510 OAK HARBOR BLVD
VERO BEACH FL 32967

Sep 30, 2014

John Winkle
Federal Railroad Adm.
1200 New Jersey Ave. S.E.
Room 38-31
Washington, DC 20590

Dear Sir:

I am not in favor of the All Aboard Florida passenger train service from Miami to Orlando. This will travel thru Vero Beach Florida with 32 trains a day. This will cause excessive noise and traffic problems for our small town. They must run their track further away from our town.

Nancy L Allwin
Resident of Vista Royal
64 Woodland Dr #107
Vero Beach, FL 32962

VERO BEACH

THE ALL ABOARD FLORIDA IT IS NOT A DONE DEAL

Throughout our community, you hear people say "It's a done deal" "To late to do anything about it " Well, IT IS NOT TRUE. The All Aboard Florida Railroad has not received the 1.6 BILLION dollar loan from the Federal Railroad Administration for the leg between West Palm and Orlando.

The residents and business people in our communities DO NOT want this, for many reasons.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

People with life threatening situations (Heart Attacks, Strokes, Accidents ,etc) will not be able to get to the hospital, which is located on the East side of the tracks. First responders, Police, fire fighters are all against this plan. Lives will be lost.

More and longer FREIGHT TRAINS are scheduled…two sets of tracks with trains running all the time.

Our Real Estate values will plummet for all businesses and for the people living near and west of the track. The Railroad goes right through our downtown. The noise and disruption will totally ruin our community.

Almost all of our service businesses are west of the tracks, making it a hardship for the beach population to support. These businesses are our tax base.

The Railroad wants the Indian River Taxpayers to pay for the creation of Quiet Zones and then maintain them. There are worries because the history of the Bullet Trains shows they have not been profitable. Who pays then?

Madeline K Allopenna
Philip Allopenna

Marge Albertson
930 Regency Square #10W
Vero Beach, Florida 32967

11-2-14

ATTN. JOHN WINKLE
FED. RAILROAD ADM.

WE ARE NOT "ALL ABOARD"!
WHAT A DISASTER FOR THE
TREASURE COAST!
RUN THE TRACK WEST ALONG
THE FLORIDA TURNPIKE FROM
PALM BEACH TO MIAMI.
THERE IS NO BENEFIT TO
PASSENGERS HERE!

Marjorie E. Albertson

2125 30th Ave
Vero Beach, Fl
32960
19 November 2014

Dear Mr Winkle
@ Federal RR Administration,

Please reconsider running your passenger/freight trains through the east coast of Florida. It will negatively affect the quality of life along the way it's scheduled. Please seek an alternative route through the state's center.

Sincerely, Linda Kramer

Vista Royale
87 Crooked Tree
Vero Beach, FL 32962

Dear Mr. Wintle:

Please do all you can to stop ALL ABOARD FLORIDA from having additional trains come through our town.

It would be so disruptive to Vista Royale and all communities near the tracks and will greatly reduce property values of 2200 residents.

Please deny its applications.

If time allows you may want to come visit Vero Beach to witness for yourself the negative impact a high speed train line would affect.

Thank you.

Barbara Kincher

909 Surf Lane
Vero Beach, FL 32963

John Weible
FRA
1200 NJ Ave SE
Washington, DC 20590

SUBJECT: ALL ABOARD FLORIDA

Dear Mr. Weible:

My husband and I request you make the effort to stop All Aboard Florida from going forward.

Having high speed trains come through our relatively quiet town will destroy access to emergency services, increase level of noise, present an unsafe condition unless a great amount of expense is undertaken by gov't. and be very disruptive. The tracks need to be further west in areas that are much less populated.

NOT A GOOD IDEA!

Thank you.

Barbara + Bill Kluchas

1080 8th Place
Vero Beach, FL 32960
November 4, 2014

Mr. John Winkle
Federal RR Administration
1200 New Jersey Ave. SE.
Room W38-31
Washington, D.C. 20590

Dear Mr. Winkle:

In regards to the proposed ALL ABOARD FLORIDA situation please ponder these points:

1) Would you and promotors of AAF be willing to lay, with a diagnosed stroke, in an ambulance waiting to reach the hospital emergency room? Time is of the essence in such cases — maybe yours or a loved one's life at stake!

2) What if your house or condo burned up or was severly damaged because fire trucks couldn't arrive in time!

3) What about the collective extra gas used because of automobile idling at a crossing?

4) The sensible route would be through middle Florida where the only disruption would be to animals. A high protective fencing on both sides of the rails would keep animals away safely.

Maybe not in your jurisdiction but added freight trains and rails are also a hazard and excessive expense in time and labor of unloading and loading adds to cargo shipped from the Panama Canal to Jacksonville. Ships could simply sail up the coast directly to Jacksonville.

Thank you for reading these thoughts (sorry).

"Good grief Charlie Brown — what a bunch of morons these mortals be!"

Sincerely

Patti S. Jones

ROBERT D. JOHNSON • 535 39TH COURT, S.W. • VERO BEACH, FLORIDA 32968

TELEPHONE (561) 770-0903

November 20,2014

Mr. John Winkle
Office of Railroad Policy and Development
Federal Railroad Administration
1200 New Jersey Avenue,S.E.
Room W38-311
Washington,D.C. 20590

Dear Mr. John Winkle:

My wife and I have been following the "All Aboard Florida(AAF) Intercity Passage Project Draft Environmental Impact Statement and Evaluation (DEIS)" and do not concur with the proposal. The AAF proposes Phase II be constructed from West Palm Beach thru the Treasure Coast to Orlando causing major disruption. However, there is an alternative route. Phase II could be routed west out of West Palm Beach along an easement following the Florida Turnpike to Orlando, as originally planned.

Repeat,we do not support the construction of AAF Phase II thru the Treasure Coast. We concur with others who have provided comments on the negative impact of the project. Therefore, we request you do the right thing and reject approval of the project as proposed. Redirect as suggested above.

Sincerely,

Robert D. Johnson

Joan Livingston Johnson

cc:Washington Post

FACSIMILE (561) 770-0903

Alice J. Johnson
5470 E. Harbor Village Dr.
Vero Beach, FL 32967
(772) 794-5234
Cell: (772) 321-4920
AliceJohnson5470@hotmail.com

Nov. 4, 2014

Mr. John Winkle
Federal Railroad Administration
US Department of Transportation
1200 New Jersey Ave. S.E.
Washington, D.C. 20590

Re: RRIF Loan Application from Florida East Coast Industries, LLC (All Aboard Florida)

Dear Mr. Winkle,

I am writing to express my objections to granting the above referenced loan on the basis that the proposed passenger rail project will lose money, resulting in a loan default. The loan is a waste of taxpayer's money, which should be used for infrastructure with actual public benefits. Below I have summarized why this project will lose money.

Insufficient population density & lack of local public transit: There is neither enough population density along the route, nor adequate local public transit to feed passengers to and from the train. The only "successful" intercity train route in the US is the Amtrak Acela between Washington D.C. and New York City, a corridor with **twelve times the population** of the Miami/Orlando corridor. The northeast corridor cities have excellent local trains, busses, ferries, taxis and subways to deliver departing passengers to the train station, and arriving passengers to their final destination. However, even Acela requires taxpayer funded capital grants.

Inadequate demand from business travelers: The target market for high speed rail is the business traveler, who can afford the high price of a train or plane ticket. The Miami/Ft. Lauderdale/Orlando market demand is currently satisfied by fourteen flights per day, or **2,100 seats**. FEC will be adding **4,800 seats** per day. There will not be enough business travel demand in our lifetime to fill the seats. FEC claims that their ridership will be mostly tourists, but why would a family of four spend $1,000 to take a side trip via train to Disney World or Miami, only to have to rent a car upon arrival? Tourist traffic will be very sparse.

Speed: The FEC trains are not "high speed," which by definition means speeds of at least 150 mph. FEC will take three hours to travel from Miami to Orlando, only slightly less time than driving. Passenger trains should never share tracks with freight trains as proposed by FEC, because delays on either route render both services unreliable. The CSX "Theme Park on Wheels" train between Orlando and Miami ran freight and passenger trains on the same tracks, and failed in 1997 after less than two years, proving the point.

Demographics and automobile competition prohibit profitability in the US: Intercity passenger rail service doesn't work in the USA. The only two profitable high speed routes in the world are Paris to Lyon and Tokyo to Osaka. Their infrastructure was built over three decades ago at less than 10% of current costs. Their routes connect dense urban populations served by excellent local mass transit. Automobile travel in France and Japan is much more expensive than in the US, due to high gas prices and toll roads, rendering their trains more price competitive. Every other high speed rail line in the world requires government subsidies. It is inconceivable that FECI can operate profitably.

Capital costs are vastly underestimated: FECI has stated the project cost will be $2.25 billion. I believe it will cost $5.6 to $9.6 billion. You can verify this by comparing the costs of other projects under construction or recently completed. FECI will run out of funds before the first passenger train section is completed.

FECI is overleveraged: The private sector underwrote $405 million 12% FECI junk bonds this summer. How can you possibly believe that they will be able to repay the additional $1.6 FRA loan, and why would you expect the taxpayers to accept a rate less than 12% for this speculative loan?

In summary, the proposed FEC loan will not be repaid, and should **not** be granted.

Very truly yours,

Alice J. Johnson

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 sure I don't want to have this railroad go along eastern tracks. Go and build tracks in the open territory near existing Turnpike + rt 95.

The reason those roads go there is cause there is land. Florida is full of water - everywhere. The amount of traffic you are projecting is insane along the east coast. The disruption is not liveable.

You will kill many people. Get out of Washington + visit the mess you are designing for the people who live here.

Sincerely, Judy Jester

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	Judith A. Jester
Address	913 Bahia Mar Rd Vero Beach, Fl 32963
email	Please provide your email address if you would like to receive notification when the FEIS is available jjester192@me.com

Perry Jeffords
1901 Bay Road #304
Vero Beach, FL 32963

November 24, 2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave.
S.E. Room W-38-31
Washington, D.C. 20590

Re: All Aboard Florida

Dear Mr Winkle:

For starters, the title of this railroad plan is a total misnomer. There is no "All Aboard" about it; a passenger train that goes 235 miles and makes merely three stops? What will be "aboard" is the freight for which the new rails are obviously intended.

It is unconscionable to consider forcing AAF upon the populated east coast of Florida where there are no tunnels, few overpasses and well over 300 RR crossings. This stretch of land has for years, been designated residential and/or a haven for tourists, where the warmth, charm, beauty and quiet lure visitors and sustain happy full timers. Not only will AAF destroy the peace and alter the image, but it will be a continuous interruption to the easy comings and goings in the small towns along the way, nearly all of which are not offered a RR station!

It would also seem unlikely that one could actually borrow honest money for such a plan. And to pretend that it will be privately funded is a flat-our ruse! Clearly, large government loans and grants (our tax dollars!) are being pursued and will be needed.

Please, please call this project what it really is; reconsider connecting the new line to the CSX Railroad toward the middle of the state or find a way to build a new rail along I-95 and/or the FL Turnpike corridor, a much less congested area. Tie the old east coast rail corridor into that (eventually, if possible) make way for a viable Rails-to-Trails green space (not an original thought) and walk away with your head up!

Find a way to keep the Treasure Coast, north to south, the real treasure that it is. Thank you!

Very truly,

Perry C Jeff

Perry Jeffords
ohpear@gmail.com

November 26, 2014

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

Attn: John Winkle

Dear Mr. Winkle:

The Indian River Neighborhood Association is a non-profit, non-partisan organization dedicated to quality of life matters throughout our County.

Earlier this year we brought together organizations and local governments experiencing significant concerns about impacts from All Aboard Florida which represents the establishment of high speed passenger and expanded freight rail services proposed to run through our County without stopping.

We formed the Train Impact Coalition (TIC) and for your information a list of participants is included below. Our singular purpose was to protect our communities from any potentially negative impacts by All Aboard Florida. Our intent was to do so by inserting our concerns, as allowed by law, into the federal process which would release the Draft Environmental Impact Statement (DEIS).

The DEIS has now been released. We have studied it and find it very deficient identifying impacts to our communities. All our comments are presented in the attachment.

Thank you for your consideration of these comments. We look forward to your response addressing our concerns. Please do not hesitate to contact me for any additional information.

Sincerely,

Honey Minuse, Chair Executive Committee,
Indian River Neighborhood Association
27 Starfish Drive
Vero Beach, Florida 32960

cc: Army Corps of Engineers

The following is a list of participants in the Train Impact Coalition (TIC), Indian River County Florida:

Penny Chandler, Indian River County Chamber of Commerce
Beth Mitchell, Sebastian Chamber of Commerce
Gifford Progressive League, Joe Idlette III
Ruth Stanbridge, Indian River County Historical Society
Vicky Gould, Main Street Vero Beach
Randy Old, Vero Man Ice Age Site
Sandra Rawls, Vero Man Ice Age Site
Bill Aufiero, Vero Man Ice Age Site
Rebecca Rickey, Heritage Center
Nick Schaus, Barrier Island liaison (IRNA)
Robert Schaedel, Architect
Judy and Jim Gallagher, Sebastian Property Owners Association
Carol Barry, Sebastian liaison (IRNA)
David Hunter, Barrier Island liaison (IRNA)
Mary Kiernan, Sebastian liaison (IRNA)
Karen Disney-Brombach, Indian River County School Board elected official
Jane Schnee, Friends of St. Sebastian River
Tom Gruber, Engineer
Buzz Herrmann, Friends of St. Sebastian River
Jeff Luther, Indian River County Sheriff's Department
Barbara Hoffman, Cultural Council
Sam Zimmerman, Indian River County Planning and Zoning Commission Chair
Bill Cannon, Canaveral Groves
John Debus, Treasure Coast Progressive Alliance
Sue Olson, Micco Homeowners Association
Chelle Woods, Micco Homeowners Association
Jan Black, Micco Homeowners Association
Andrea Coy, Sebastian, City Council Member
Joe Griffin, Sebastian City Manager
Frank Watanabe, City of Sebastian
Cynthia Watson, City of Sebastian
Peter O'Bryan, Indian River County, County Commissioner
Dylan Reingold, Indian River County, County Attorney
Kate Cotner, Indian River County, Assistant County Attorney
Amelia Graves, Vero Beach, City Council Member
Jim O'Connor, Vero Beach City Manager
Monte Falls, City of Vero Beach
Dan Dexter, City of Vero Beach
Dan Lamson, Executive Director, Indian River Neighborhood Association
Honey Minuse, Indian River Neighborhood Association

RESPONSE TO DRAFT ENVIRONMENTAL IMPACT STATEMENT

ALL ABOARD FLORIDA- Intercity Passenger Rail Project

INDIAN RIVER COUNTY TRAIN IMPACT COALITION

Author Honey Minuse, Indian River Neighborhood Association

November 26, 2014

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MISSING APPENDICES

To fully understand the design and impact upon Indian River County and to provide an accurate response to the Draft Environmental Impact Statement the following missing 34 appendices are required:

Appendix No. Description
Appendix 1.1-A 1 FONSI
Appendix 1.1-A2 FONSI Exhibits
Appendix 3.3-A Fort Lauderdale Re-Evaluation Documents
Appendix 3.3-B Alternative A Track Plans
Appendix 3.3-C Grade Crossing Details
Appendix 3.3-D Alternative C, E-W Corridor OOCEA Portion PlanSet
Appendix 3.3-E Alternative E, E-W Corridor OOCEA Portion PlanSet
Appendix 3.3-F Ridership and Revenue Study Summary
Appendix 4.1.1-A Existing Land Use Maps
Appendix 4.1.3-A USCG Cooperating Agency Acceptance
Appendix 4.1.3-B USCG Jurisdictional Determination
Appendix 4.1.3-C Navigation Discipline Report
Appendix 4.2.4-A Potentially Contaminated Sites Aerial Photographs
Appendix 4.3.1-A USCG Coordination Meeting Notes, August 12, 2013
Appendix 4.3.3-A Characteristic Plant Species
Appendix 4.3.5-A EFH Assessment
Appendix 4.3.6-A Rare Species Survey Reports
Appendix 4.3.6-B Rare Species Consultation Areas
Appendix 4.4.2-A Minority Populations
Appendix 4.4.2-B Poverty Populations
Appendix 4.4.5-A SHPO Consultation Materials
Appendix 4.4.5-B Cultural Resources Proximate to the Project Corridor
Appendix 4.4.6-A Recreation Resources
Appendix 5.2.2-A Noise and Vibration Contours
Appendix 5.2.2-B Noise Impact Tables
Appendix 5.2.2-C Vibration Impact Tables
Appendix 5.2.3-A Farmland Soils, Completed NRCS Forms
Appendix 5.2.4-A Risk Evaluation Summary Table
Appendix 5.3.1-A Bridge Crossing Maps
Appendix 5.3.4-A Floodplain Impacts
Appendix 5.3.6-A Section 7 Meeting Notes
Appendix 5.3.6-B Section 7 Consultation Materials
Appendix 8.1-A NOI
Appendix 8.1-B Scoping Report
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Pages 5-39 FREIGHT

On pages 5-39 and thereafter, the Draft EIS makes references to expanded freight traffic with little to no explanation. A clarification is requested.

To be credible the DEIS should include estimates for projected speed, length, and crossings per day and per hour for rail lines shared by passenger service and freight transport, including both full and partial capacity. Any assumptions should disclose the methodology and reasoning underlying the estimates.

1.2.3 N-S CORRIDOR

No public official record exists of FECR land ownership, specifically what land is owned immediately contiguous or adjacent to the existing track.

Without this knowledge there is no way to accurately respond to potential impacts using established parameters and mathematical models. This information and the final double track design throughout Indian River County is necessary in order to respond to measureable impacts on adjacent properties.

Upon release of such information the process must allow public comment time.

1.3, 1.4, 1.5, 1.6 COOPERATING AGENCY

The FRA failed to cooperate with all local governments to gather information.

The Council on Environmental Quality Regulation requires NEPA analysis and documentation "in cooperation with State and local governments" having jurisdiction by law or special expertise.

When individual applications were made by the local governments of Vero Beach, Sebastian and Indian River County for "Cooperating Agency" status they were all denied. This resulted in an absence of local knowledge in the DEIS.

8.1 SCOPING

No Scoping meetings were held nor advertised in Indian River County and there is no record any effort was made to identify, nor grant status to, any organization in Indian River County for either jurisdictional authority or special expertise.

This omission excludes correctly identifying, analyzing and mitigating adverse impacts to the natural and human environments in Indian River County and compromises the NEPA process.

4 AFFECTED ENVIRONMENT and 5 ENVIRONMENAL CONSEQUENCES

St. Sebastian River and Bridge

The Army Corps of Engineers fails to identify the southern leg of the St. Sebastian River Bridge in Indian River County. The entire Bridge is stated to be due for demolition and replaced with 2 new single-track bridges.

This Bridge crosses over the St. Sebastian River which flows entirely into Indian River County making its way into the St. Sebastian River State Park. The North Sebastian Conservation Area is immediately south.

These are all environmentally sensitive waters and adjacent lands, home to endangered and protected species of flora and fauna and ecologically important wetlands. The waters from the Indian River Lagoon flow into this waterway.

These sections also neglect study of climate change-sea level rise on this waterway and bridge and no identification of impacts due to demolition and construction.

The DEIS fails to include a proper analysis of the St. Sebastian Bridge, the underlying waterway or the endangered species. Due to this omission, it is requested that the FRA issue a supplemental EIS on the referenced issues.

4.4.1, 4.4.2, 5.4.1,5.4.2 ENVIRONMENTAL JUSTICE

The DEIS fails to address the fact the current railroad tracks run through the minority community of Gifford which existed well before the tracks were placed.

Local knowledge states there are adults walking and bicycling across the tracks going to and from work. There are parents with children walking across the tracks going to and from school and the stores. And local knowledge reveals a history of adverse events due to crossing closures when critically ill individuals were unable to be transported by members of their community for acute medical care on the other side of the tracks. Local knowledge will also identify a well in near proximity to the tracks and which is used by local residents to draw drinking water.

Federal de-segregation rules apply. The School District advises additional crossing closures will require disproportionately longer bus routes for Gifford students.

The DEIS contains no local knowledge. Such knowledge should be identified and incorporated into a supplemental DEIS to comprehensively identify and analyze impacts from the addition of high speed passenger rail and expanded freight service. There must also be consideration of alternatives and long-term benefits.

4.1,4.2, 4.4, 5.1, 5.2, 5.4 SOCIO-ECONOMIC CONDITIONS

As proposed, there are no planned stops in Indian River County and high speed passenger and expanded freight service will be maintained along the length of the tracks from the northern to the southern borders. These trains will cut through or travel adjacent to specific land uses which include but are not limited to residential, retail, commercial, historic and medical zonings.

The DEIS fails to identify and analyze impacts such as noise, vibration, vehicular travel interruption and construction with respect to such areas and their property values, real estate taxes, business vitality and employment factors.

No benefit to Indian River County has been identified, no alternatives are considered. To be credible the DEIS must identify and analyze such impacts and include consideration of alternatives and benefits.

5.4.1 COMMUNITIES

There is scant mention of the N-S Corridor in Indian River County and no acknowledgement of the various communities adjacent to the current rail tracks.

Residential areas and facilities such as medical centers and retail businesses are in close proximity and often separated by the current rail tracks. The DEIS completely ignores identification of potential disrupters or fragmentation in these areas due to the addition of high speed passenger and expanded freight rail services.

Maintaining the integrity of such areas needs identification and analysis with specific attention to the fact there will be more impact with more rail services. The DEIS lacks such study.

A credible analysis should include alternative considerations and long term benefit.

5.4.4 PUBLIC HEALTH AND SAFETY

The DEIS is deficient identifying threats to the local communities.

There is no record of accidents to include the transport of hazardous and nuclear materials, no history of crossing incidents, no statement of pedestrian incidents and no log of variable crossing closures with incident.

There is no analysis of the ability of Law Enforcement, Emergency Management and Fire-Rescue to respond to critical situations.

The foregoing should be documented and analyzed to provide a remedy to eliminate any threat to the public well-being and the DEIS should incorporate this information.

5.4.5 CULTURAL AND HISTORIC RESOURCES

Significant historical sites in Indian River County lack any mention in the DEIS. Such sites are immediately within the rail corridor and document 13,000 years of human presence in the area. Examples are the Vero Man Ice Age and the Gifford Bones Sites.

The DEIS also neglects to mention the Sebastian District which lists many historical sites and the historic Vero Beach Crestlawn Cemetery, all adjacent to the rail tracks. They are among the many local sites alongside the existing tracks which are listed or potentially eligible in the National Register. Additionally, the Vero Man Ice Age Site may soon be considered a World Site.

Impacts such as noise and vibration must be considered and analyzed before any additional rail service is contemplated. Refer Section 106 NHPA, Section 4.f FDTA

Parks and Recreation Resources exist throughout Vero Beach, Sebastian and the County with some immediately in the rail corridor.

The DEIS must identify these historic and cultural resources. There must be appropriate action to assure they will not be negatively impacted with the expansion of rail services.

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In summary, the DEIS fails to identify impacts to the natural and human environments in Indian River County.

By doing so the document is prevented from addressing analysis of alternative projects with consideration of beneficial outcomes.

The DEIS must be supplemented, as referenced in the foregoing commentary, in order to present a comprehensive analysis in accordance with NEPA guidelines.
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Cultural Council
OF INDIAN RIVER COUNTY

November 21, 2014

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

Board of Directors

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Secretary
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Directors:
Patrick Farrah
Harry LaCava
Allen Shapiro
Karl Steene

Chairman Emeritus
Richard Stark

Dear Mr. Winkle:

Please accept these comments from the Cultural Council of Indian River County as our input to the All Aboard Florida Draft Environmental Impact Study.

4.4.5 Cultural Resources: Table 4.4.5-2 Certified Local Government/Local Informant Contacts Regarding Potentially Locally Designated Cultural Resources.

No one from Indian River County was contacted for information regarding cultural resources. Our County authorities were completely overlooked. As a result this section is incomplete and inadequate and provides no way for local agencies to comment as locations, impacts and mitigation were never considered in the DEIS.

This information is required for this cultural resource section to be complete. Who will be contacted in Indian River County to provide this information? FRA should require that the consultants contact local officials and incorporate all of this information into the next draft or final version of the environmental impact study.

The known Old Vero Ice Age Site located adjacent to the tracks was never mentioned or considered. Recent excavations have uncovered artifacts and information to support that people and a variety of extinct animals were in this location 13,000 years ago. This archeological site is eligible as a national historic site and may be considered as a potential World Site.

An etched mammoth bone found near this site and was authenticated to be over 12,000 years old. Other archeological findings have been made at additional sites such as the Gifford Bones site and more sites in the north of the county.

2041 14th Avenue, Vero Beach, Florida 32960 772-770-4857
info@cultural-council.org or www.cultural-council.org
Mission: To promote the cultural arts in Indian River County through education, collaboration, marketing & advocacy.

There is no adequate demonstration of planned bridgework or the impacts to these sites. Information about the site, plans for any areas near archeological sites, mitigation of impacts to these prehistoric sites from vibration need to be included.

We have been represented at many local meetings about this high speed rail project. Our cultural resources are in critical danger from the potential impacts of the All Aboard Florida project.

We request that the Federal Railroad Administration and the consultants include the requested cultural resource information and let us know of the impacts this project will have on our cultural community.

Sincerely,

Barbara Hoffman, Chairman
Cultural Council of Indian River County
2041 14th Avenue
Vero Beach FL 32960
772-770-4857
www.cultural-council.org

Indian River County Historical Society, Inc.

P.O. Box 2192, Vero Beach, Florida 32961-2192
Tel: (772) 778-3435 E-Mail: indianriverhisto@bellsouth.net

November 29, 2014

Mr. John Winkle,
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W38-311
Washington, D. C. 20590
AAF-comments@vhb.com

RE: **Draft Environmental Impact Statement (DEIS) - All Aboard Florida Project.**

The Mission of the Indian River County Historical Society is to preserve, protect, restore, and enhance the cultural and environmental resources of Indian River County. In the past, this has always proven to be a challenge, but more so after the release in September of the All Aboard Florida Proposed Project described in the above DEIS.

Attached is a Memorandum and Letter Report assembled after review, research, and investigation by Ruth Stanbridge, County Historian and member of the Board of Directors of the Society.

If further information is needed or if this DEIS is revised, amended, or is moved forward, we wish to be considered as a Consulting Party under NEPA and NHPA Section 106.

Thank you for the opportunity to comment on this Proposed Project.

Respectfully submitted,

David Foster

David Foster
President

RUTH STANBRIDGE

*Consultant * Historic/Environmental Research * Grant Writing*

*4835 66th Avenue * Vero Beach, Florida 32967 * Phone/Fax: (772) 567-5363 * Email: stanbr@aol.com*

MEMORANDUM and LETTER REPORT

Date: November 29, 2014
To: Mr. John Winkle, Federal Railroad Administration
From: Ruth Stanbridge, County Historian

Re: **Draft Environmental Impact Statement - All Aboard Florida Project.**

Thank you for the opportunity to comment on this Proposed Project. The following is submitted and specifically directed to the Consultation and Cultural Resources of the above DEIS as it relates to the National Historic Preservation Act (NHPA) Section 106 and Federal Department of Transportation Act (FDTA) Section 4 (f).

COMMENTS

From the beginning, the citizens of Indian River County and other Treasure Coast Counties were assured by both the Federal Rail Administration (FRA) and All Aboard Florida (AAF) that all concerns would be answered and the Draft Environmental Statement (DEIS), when released, would be **complete, creditable, and address all of their concerns.**

After reviewing this DEIS, it is clear that this document is **not complete** and **far from creditable**. It is lacking in the most basic information and details, especially in the identification and discussion of the cultural resources of Indian River County.

The **DEIS Summary** was the first indication that the FRA and their consultants failed to give any consideration to the cultural resources of Indian River County. The DEIS does not acknowledge significance cultural resources or historic districts that are located *in or immediately adjacent* to the FECR Railway Historic District. The DEIS does not include text, tables, or a report which would indicate that a true cultural resource assessment was completed for the APE of the N-S Corridor. There is, however, a bold statement on **page S-18** that says that "The Project would have no direct or indirect effect (noise, vibration, and change in setting) in the historic resources located adjacent to the N-S Corridor." That statement is unbelievable!

A proper survey and discussion of cultural resources (including archaeological sites) cannot be found in the **Affected Environment (Chapter 4)**, or **Environmental Consequences (Chapter 5)**, and is totally missing from **Chapter 7 (Mitigation and Project Commitments)**. Because these resources have not been identified or acknowledged in the DEIS, is it presumed that there are no "environmental consequences". That is not to be believed!

As early as **July 2013,** FRA was being assured by AAF and their consultants that the State Historic Preservation Office (SHPO) "**was comfortable that AAF has properly consulted with them and that, at this point, [there are] "no adverse effects" to cultural resources from this project" [8 July 2013 letter – Appendix 4.4 .5 A2].** Again, another bold statement that was made more than two months before the release of the DEIS and months away from the end of the commenting period.

This DEIS is flawed. It has created confusion and bewilderment not only for the public but for the local governments and cities trying to review the document. Again, this DEIS is unacceptable and a failure of the FRA and their consultants who were tasked to write a **complete** and **creditable** document.

FAILURE TO COMMUNICATE: The DEIS is incomplete because the FRA and its Consultants failed to communicate with local governments and the local historical communities.

(1) In the letters of March 28, 2013 **[Appendix 4.4.5 A1]** and July 8, 2013 **[Appendix 4.4.5 A2]** FRA determined "that the coordination with local preservation planning representatives used in Phase I was **"not warranted in Phase II"** and that **"coordination with local entities was not required ..."**

(2) Also, FRA agreed "**not to use the 'substitution approach' to streamline the NEPA and NHPA Section 106 consultation process**" which meant that the "standard Section 106" method would be used - 8 July 2013 letter **[Appendix 4.4.5 A2]**

(3) It was reported in the DEIS **(page 4-124)** that determinations had been made at meetings and through conference calls and concurred with at the highest level **(prior to the DEIS release)** that coordination with local planning representatives was **"not warranted"**.

These determinations between FRA, AAF, and SHPO (in both the pre-DEIS and in the DEIS) set the stage for what happened in Indian River County and in other local governments along the N-S Corridor.

The FRA and their consultants failed to contact local governments (cities and counties), historical or heritage organizations or individuals in regard to information or input on cultural resources. No scoping meeting was held in Indian River County. The City of Vero Beach and the City of Sebastian both located along the APE of the N-S Corridor were not contacted. Neither the Indian River County Historical Society nor the Sebastian River Historical Society was asked for information on cultural resources. The planning staff of Sebastian and Vero Beach and those of Indian River County were never called. Even the County Historian (duly appointed by the Indian River Board of County Commissioners) and who has worked closely with the Department of State, Bureau of Historical Preservation, for over thirty years was never asked for information.

SHPO, when contacted on October 15, 2014 by email about these pre-DEIS determinations, responded that "An agency official may use the process and documentation required for the preparation of an EA/FONSI or an EIS/ROD to comply with section 106 in lieu of the [standard 106 process] if the agency official has notified in advance the SHPO/THPO and the [Advisory] Council that it intends to do so".

Whatever method (the "standard Section 106 process" method or the streamlined and flexible "substitution" approach) was used local public participation and involvement cannot be ignored or overlooked. The FRA's determinations in the early pre-DEIS meetings has compromised this mandatory participation and involvement.

(4) **Table 4.4.5.2 (page 4-125)** – This Table explains that 4 Certified Local Governments (CLG), 1 urban planner, and 1 archaeologist were contacted.

The Orlando-WPB Corridor is well over two hundred miles long and runs through 6 counties with a dozen or so large and small local city governments, at least another dozen or so planners for each city and county, many local historical societies, preservationists, and knowledgeable local people, yet only 6 contacts were made with only 3 responses

Under Section 106, a Certified Local Government is not singled out as a substitute for "local government", a consulting party, a consulting agency or a local preservationist. An urban planner in St. Lucie County cannot be a substitute for the urban planner in Indian River County. **FAILURE TO COMMUNICATE!**

FAILURE TO ACKNOWLEDGE CULTURAL RESOURCES: The DEIS is incomplete because it failed to acknowledge cultural resources located in or immediately adjacent to the APE of the FECR Corridor.

(1) In **Section 4.4.5** Cultural Resources: Most of the historical properties and archaeological sites in Indian River County located *in or immediately adjacent* to the APE of the railway corridor were not acknowledged, surveyed, or discussed in this DEIS. These resources were omitted or simply dismissed from the Section. Therefore, no analysis could take place.

Section 4.4.5 (pages 4-120-132) was alarming in its entirety. There was neither a detail discussion of historical buildings and structures nor a cultural resource assessment report. Moreover, no recognition was given to the two National Register Historical Districts in the City of Sebastian that are located *in or immediately adjacent* and on either side of the FECR Linear Historic District. Not only are these National Register Districts *in or immediately adjacent* to the APE of the N-S Corridor there are over 40 buildings or structures within their boundaries with many of them in the APE and several are individual properties potentially eligible or already listed on the National Register.

Throughout the length of the county *in or immediately adjacent* to the APE of the N-S Corridor, there are a number of other single historic properties potentially eligible or already listed on the National Register. These were not acknowledged in any way. They would fall under Section 106 (NHPA) and will have impacts from noise, vibration, and safety issues, yet they are not listed or discussed in the entire document.

The "three architectural/historical resources" mentioned on **page 4-129** of the DEIS are only identified in the Tables that immediately follow that page. The railroad corridor, the bridge, and a railroad platform (designed and constructed by engineers not architects) are slated for reconstruction activities or demolition. No other cultural resources in Indian River County were listed or acknowledged in the text or in the Tables.

In the separate **Appendix 4.4.5-B3** which shows the "proximate" of cultural resources in relationship to the N-S Corridor APE, there are some resources identified only by their FMSF#s identification. There is no refer, no discussion, or other acknowledgement of these resources in the DEIS text. Again, there is no Cultural Resources Assessment Report (CRAC) or Table attached to this DEIS.

The DEIS also failed to acknowledge or identify several very important archaeological sites located *in or immediately adjacent* and within the N-S Corridor. These sites are of major significance and have National implications and, even, International importance. **Another failure of this DEIS.**

(2) **Archaeological Resources (page 4-131)** – Under this portion of the DEIS only one archaeological site in Indian River County is reported *in or immediately adjacent* to the APE of the N-S Corridor in the text. This one site, a shell midden not evaluated by SHPO, was mentioned, but several more *in or immediately adjacent* to the corridor were ignored and/or dismissed.

One of the archaeological sites that was missed is *in or immediately adjacent* to the bridge landing of the St. Sebastian River Bridge (FMSF#8BR3062/8IR1569) near Roseland. This site is listed on the Florida Master Site File but was never acknowledged, surveyed, or investigated by the FRA or their consultants. This is the same St. Sebastian Bridge that will be demolished as part of the Proposed Project and a survey will be necessary before any permits can possibly be issued. Without investigation, demolition and new bridge construction will destroy any cultural resources in the vicinity of this bridge landing.

Two sites with major potential were also ignored or dismissed. Neither the Vero Man site (FMSF#8IR09) nor the Gifford Bones site (FMSF#8IR07 and FMSF#8IR08) were mentioned in the text. Both are potentially eligible for National Register status.

The Vero Man site has gained both National and International attention. In fact, the excavation at the Vero Man Site is now going into its second season. The State Historic Preservation Office (SHPO) is well aware of the potential of this site. **Again, this is a total failure of the DEIS in not properly addressing cultural resources along the N-S Corridor and not actively coordinating with local government and local people!**

FAILURE TO ACKNOWLEDGE IMPACTS: The DEIS failed to acknowledge the Proposed Project's impacts to cultural resources.

In **Section 4.2.2** and **Section 5.2.2**, there is limited discussion of impacts to cultural resources. Unfortunately, this DEIS has not recognized or acknowledged these resources (including the archaeological sites) and therefore, discussion of the "environmental consequences" and impacts is so inadequate that it fails to meet the requirements of National Environmental Protection Act (NPEA). Vibration, noise, and safety issues are major concerns.

(1) **Table 4.2.2-1** separates noise-sensitive land uses into Categories. Category I lists National Historic Landmarks as one of the "significant outdoor uses".

In Indian River County there are two National Register Historic Districts and a number of single historic properties that fall within Category 1 which are listed on the National Register or potentially eligible to be listed. The referenced properties are *in or immediately adjacent* to the APE of the N-S Corridor, but, again, they were not identified, acknowledged, or discussed in the text or anywhere in the DEIS document. **They would fall under Section 106 (NHPA) and there will be environmental consequences from noise, vibration, and safety issues.**

Located in Pocahontas Park **(Table 4.4.6-2, page 4-141)** are two historic buildings which are considered community centers (one is on the National Register and another potentially eligible). While Pocahontas Park is acknowledged in **Table 4.4.6-2** under **Section 4 (f) and Section 6 (f)**; the historic buildings are not acknowledged. **In fact, their existence is not acknowledged anywhere in the text - only on Map 45 [Appendix 4.4.5-B3] as a Florida Master Site File number.**

These community centers and Pocahontas Park host hundreds and hundreds of people per day, yet the DEIS failed to discuss or acknowledge these buildings and their uses. In fact, the Park, itself, was misidentified as being owned and managed by Indian River County, but Pocahontas Park is a city park in the City of Vero Beach and has been since 1913. **The DEIS failed to acknowledge these community buildings in an active public park and the obvious impacts from noise, vibration, and safety concerns.**

Another property that was not mentioned or discussed in the DEIS is a historic farmstead consisting of a house museum (listed on the National Register), barns, and a future as an educational center. This Farmstead should be considered under Section 4(f) and is a unique property with over 100-acres of conservation and preservation land including several rare and endangered species onsite. Its eastern boundary is located *in or immediately adjacent* to the APE of the N-S Corridor. **Again, this entire historic farmstead with barns was omitted from discussion as well as impacts from noise, vibration, and safety issues.**

(2) The FRA did determine that the N-S Corridor would result in **"long-term noise and vibration with adverse impacts to residents and properties". (page 5-39)**

(3) FRA also determined that **"the ground-borne vibration already exceeds the criteria" (page 5-51).** Currently, the N-S Corridor is consider a **"heavily used rail corridor"** (more than 12 trains per day) with additional impacts if the trains double **(FRA 2012a).**

Again, vibration, noise, and public safety are major concerns to all the cultural resources *in or immediately adjacent* to the APE of the N-S Corridor. Since these cultural resources were not acknowledged, recorded, and are missing from the DEIS records and since public involvement was non-existence, no adverse impacts were discussed or recorded.

With the only plans – the 30% plans – available, there was inadequate information to review the DEIS and the potential impacts that will be caused by the Proposed Project. Sixty percent (60%) plans were requested but NOT provided while the ninety percent (90%) plans will not be available until weeks after the DEIS deadline for comments has passed. Plans at 60% are considered standard in any construction project, but for reasons unknown, the FRA and AAF determined that those plans were not necessary for this DEIS. **Once again, the DEIS fails to acknowledge the impacts of AAF's Proposed Project!**

Because the FRA and their consultants failed to provide the necessary information, data, and plans in the DEIS document, local governments, owners of these properties, preservationists, and the general public will not be able to accurately address the impacts AAF's Proposed Project will have on the cultural resources of Indian River County! **Failure to acknowledge impacts!**

SUMMARY

This "reconstruction" proposal by AAF will add "new" modern infrastructure, additional high speed passenger trains, and increased freight. Impacts of vibration and noise to cultural resources were **NOT** addressed in this DEIS. Safety issues in and around these cultural resources were **NOT** discussed. This DEIS simply did **NOT** acknowledge or recognized these resources and so the DEIS presumed they did **NOT** exist as far as "consequences" from this Proposed Project. **(See Cultural Resources, pages 4-120-132 and Table 4.2.2-1- Noise and Vibration – page 4-35)**

But these cultural resources **do exist** and will be impacted not only by the current Proposed Project, but any future increase in rail freight. This freight issue may rapidly increase "if and when" the passenger service proves to be a financial burden. The practical use of this "new" modern infrastructure would then become a freight corridor. History has a way of repeating itself and in 1968 - passenger service was discontinued on the FEC Railway and freight increased - it could happen again!

What recourse will the public have to address impacts from Increased freight when the passenger service decreases or is discontinued? The FRA must find language to add to any final document that will allow the issue of a substantially increase in freight service to be re-visited and re-evaluated.

CONCLUSION

All Aboard Florida representatives have promoted this Proposed Project to the public as a "restoration" and this term was actually used by one of the consulting agencies, but this is not a true statement. A "restoration" would "restore" passenger service with the trains moving at a normal rate of speed with the original stops "restored" along the way. This is a "reconstruction" with the goal of operating a high speed passenger train with a maximum speed of 125 mph on modern tracks, with new and upgraded bridges, and with NO small railroad station stops planned along hundreds of miles of the original corridor. This is definitely not a "restoration".

There are many local governments, organizations, and citizens along this Corridor that are extremely displeased and very disappointed with the Federal Rail Administration on how this DEIS was handled. There is also amazement that an Agency with the reputation of the FRA would allow an Environmental Impact Statement, so poorly done, to be released, even, as a "Draft" document.

This DEIS does not represent the goals and objectives of Section 106 and Section 4 (f) nor does it adhere to the criteria that the Federal Rail Administration or any other Federal government agency must have to allow a Proposed Project of this scope to move forward. The deficiencies in this document are just too much to overcome in an amendment, or, even, in a supplement. This DEIS should be rejected, outright, with the opportunity that any "new" document have a realistic timeframe and follow the proper legal guidelines established through NEPA, NHPA, and FDTA. The public and local governments must be guaranteed participation from the beginning - not the end.

Respectfully submitted by: /s/____ Ruth Stanbridge____, County Historian

Attachment: Distribution List

Letter/Comments: USACE SAJ-2012-01564 (SP-AWP) - AAF Project

DISTRIBUTION LIST:

John Winkle, FRA Draft Environmental Impact Statement - All Aboard Florida Project
November 29, 2014

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Governor Rick Scott – rick.scott@eog.myflorida.com
Senator Bill Nelson – bill@billnelson.senate.gov
Senator Marco Rubio –Alyn.Fernandez@rubio.senate.gov
Congressman Bill Posey – Pam.gillespiese@mail.house.gov
Senator Andy Gardiner – gardiner.andy@flsenate.gov
Senator Thad Altman – altman.thad.web@flsenate.gov
Representative Steve Crisafulli – steve.crisafulli@myfloridahouse.gov
Representative Debbie Mayfield – debbie.mayfield@myfloridahouse.gov
Florida Department of State, Division of Historic Resources – Robert Bendus, Director – Robert.Bendus@dos.myflorida.com
Florida Department of Transportation, Secretary Ananth Prasad – ananth.prasad@dot.state.fl.us
Florida Department of Transportation, District 4 – Amie Goddeau, P.E. – amie.goddeau@dot.state.fl.us

St. Johns River Water Management District – mbrandenburg@sjrwmd.com
United States Army Corps of Engineers – Cocoa Beach Office – Andrews Phillips - Andrew.w.phillips@usace.army.mil

Sebastian River Area Chamber of Commerce – bmitcell@sebastianchamber.com
Indian River County Chamber of Commerce – director@indianriverchaber.com
Indian River Neighborhood Association – sisustarfish@aol.com
Sebastian Area Historical Society – gtokro@aol.com
Friends of Historic Roseland – jackiemerle@yahoo.com
Gifford Progressive Civic League – idletteiii@bellsouth.net
Micco Homeowners Association – jerryandsue1967@bellsouth.net

RUTH STANBRIDGE

*Consultant * Historic/Environmental Research * Grant Writing*

*4835 66th Avenue * Vero Beach, Florida 32967 * Phone/Fax: (772) 567-5363 * Email: stanbr@aol.com*

November 29, 2014

United States Department of the Army
Jacksonville District Corps of Engineers
Cocoa Permit Section
400 High Point Drive, Suite 600
Cocoa, Florida 32926
Attention: Andrew Phillips

RE: **SAJ-2012-01564 (SP-AWP), All Aboard Florida Project**

Thank you for the opportunity to comment on the above U.S. Army Corps of Engineers permit application for the All Aboard Florida Project. As County Historian for Indian River County and a member of the Board of the Indian River County Historical Society, it was with special interest that the Draft Environmental Impact Statement (DEIS) furnished by the Federal Rail Administration (FRA) was reviewed.

This DEIS is incomplete and lacking in the most basic information about the cultural resources found *in or immediately adjacent* to the right-of-way (ROW) of the Florida East Coast Railway (FEC) corridor in Indian River County.

This DEIS did not acknowledge or investigate archaeological sites that are recorded at three of the four bridge sites in the County. The following are brief descriptions of these bridges and the sites *in or immediately adjacent* to these bridges.

St. Sebastian River Bridge (FMSF#8BR3062/8IR1569) is to be demolished. The original bridge was a wood trestle bridge (C. 1891) that carried the first train into the fishing village of Sebastian in December 1893. The existing bridge (C. 1926) replaced the original structure in the same alignment. On the Indian River County side, the bridgehead is situated *in or immediately adjacent* to a midden, known as the Campbell Property (FMSF#8IR02). It was a common practice in those days to utilize midden materials for support of bridges and for road material.

This site was noted in Irvin Rouse's 1951 publication on the archaeology of the Indian River area but was not investigated. The countywide archaeological survey conducted by Indian River County in 1990 noted this site but did not investigate because of its status on private property and its use as an active railroad line.

Undoubtedly, this site was not investigated by the AAF's consultant either. This site should be thoroughly researched and investigated before any permit is issued and any construction begins.

North, Main, and South Relief Canal Bridges: The railroad bridges currently over the North, Main, and South Relief Canals are slated to be upgraded. These canals are part of the Indian River Farms Water Control District (Farms) created (C. 1913) as part of a 55,000 acre land development. The Farms is a Chapter 298 District under the State of Florida and has authority to tax the landowners in the District for water control.

Our concerns are:

The **North Relief Canal**, historically, was a tidal creek called Houston Creek and was channelized as part of the Farms Plan of Reclamation. This reclamation unearthed fossilized *paleo* bones which included mastodon and camel. This site is *in and immediately adjacent* to the ROW of both the bridges of the existing railroad and Old Dixie. It is listed on the Florida Master Site File as #8IR07 and #8IR08 (aka Gifford Bones) and is considered potentially eligible for listing in the National Register. **Again, this site was not recognized by the consultants for AAF and was not included in the DEIS. Further investigation of cultural resources will be necessary.**

The **Main Relief Canal**, historically, was a tidal creek called Van Valkenburg and joined on the east with a smaller stream, the Vosenberry. As part of the Farms Plan of Reclamation canal construction unearthed not only fossilized *paleo* bones of mega fauna, but human bones. The site of Vero Man and Vero Woman are within sites called Locality 1, Locality 2, and Locality 3. The boundaries of this site extend eastward under the railroad ROW, under U.S. 1 (formerly Old Dixie) and even further eastward on both sides of the channelized tidal creek.

Currently, there is a major archaeological research and excavation project being conducted on a portion of the site. Mercyhurst University and the Old Vero Ice Age Committee (the local archaeological organization) have completed research and analysis for their first year dig and are preparing for the next phase. This site is eligible for National Register listing and is listed on the Florida Master Site File under FMSF#8IR09.

Totally missed, omitted, and ignored by the consultants for AAF and the agencies assigned by FRA, this is a MAJOR site with National implications and International interest. Impacts to this site were not even considered or discussed in the DEIS because of their omission from the document.

Recommendation:
There are NO construction plans, only 30% right-of-way plans to be seen. There are NO 60% plans available and, we are told, 90% plans are not scheduled to be released until <u>after</u> this permit and the DEIS deadline has passed. Therefore, it is not possible to adequately address impacts and consequences from construction.

This permit application, as presented, does not acknowledge these sites, therefore, there was No discussion and NO mitigation considered. The construction or re-construction of these bridges will create major impacts to the cultural resources that exist *in or immediately adjacent* to the FEC right-of-way unless proper steps are taken.

This permit application, as presented, should be denied. It has major deficiencies, a lack of information, and no plans or drawings available. The DEIS did not follow the proper procedures under Section 106 and/or Section 4 (f). Any issuance of this permit would have major impacts to archaeological sites without any stated conditions or mitigation to protect them.

Respectfully submitted,

/s/ Ruth Stanbridge

Ruth Stanbridge
Research Historian

CC: Mr. John Winkle, Federal Railroad Administration

4700 ST ELIZABETH'S TER.
VERO BEACH FL 32967

9/21/14

Dear Mr Winkle,

the thought of more high speed trains and another track going through the center of Vero Beach is most warrisome. I can't imagine what the vibrations and noise would do to all these old buildings - the tracks are right along side.

Why can't rails be laid further inland?

a worried voiter -

Mrs. Jeannette Hoyt

Thank you Mrs Mary Honycutt VERO BEACH

THE ALL ABOARD FLORIDA IT IS NOT A DONE DEAL

Throughout our community, you hear people say "It's a done deal" "To late to do anything about it " Well, IT IS NOT TRUE. The All Aboard Florida Railroad has not received the 1.6 BILLION dollar loan from the Federal Railroad Administration for the leg between West Palm and Orlando.

The residents and business people in our communities DO NOT want this, for many reasons.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

People with life threatening situations (Heart Attacks, Strokes, Accidents ,etc) will not be able to get to the hospital, which is located on the East side of the tracks. First responders, Police, fire fighters are all against this plan. Lives will be lost.

More and longer FREIGHT TRAINS are scheduled…two sets of tracks with trains running all the time.

Our Real Estate values will plummet for all businesses and for the people living near and west of the track. The Railroad goes right through our downtown. The noise and disruption will totally ruin our community.

Almost all of our service businesses are west of the tracks, making it a hardship for the beach population to support. These businesses are our tax base.

The Railroad wants the Indian River Taxpayers to pay to create Quiet Zones and then maintain them. There are worries because the history of the Bullet Trains shows they have not been profitable. Who pays then?

Vero Beach

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Marie S. Hogan

----------Cut H----------

Ann Hilchie
7720 Indian Oaks Drive
Apartment I-309
Vero Beach, Florida
32966

October 10, 2014

Federal Railroad Administration
Att: John Winkle
Room W 38-31
2100 New Jersey Avenue, S.E.
Washington, D.C. 20590

Dear Mr. Winkle:

There has been much publicity about All Aboard America Railroad.
I have deep concern for the communities that will be severed by th railroad with 32 trips a day. Since most of these would occur between 6:00 A.M. and 12:30 A .M. that means the crossings will be blocked more than once an hour. In many of the communities where the tracks dissect the area, such as Vero Beach (where I live), the medical facilities are East of the tracks and most of the population is west of the tracks. In emergency situations this is serious and a matter of life and death. I imagine many of the communities in this area have the same situation.

Aside from the disastrous situation, the Railroad Company should realize they are open to law suits for causing such a dangerous situation.

If they insist on fast transit between south Florida and Orlando, I hope they do it in a less populated area.

Very truly yours,

Ann Hilchie

Ann Hilchie

Vero Beach

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----------Cut Here----------

Patsy E. Helseth
7720 Indian Oaks Drive
Apt. I-111
Vero Beach, Florida 32966

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

October 28, 2014

Dear Sir,

I enclose a copy of a letter I sent to the Editor of the Treasure Coast Newspaper which was published in March of this year. You will see that seven months ago I was very much opposed to the All Aboard Florida's passenger trains and now, even more so!

As a resident of Indian River County for 68 years I just cannot believe that these trains will be anything but detrimental to the lives of our residents on the Treasure Coast and most certainly in Vero Beach and the other towns on the East coast.

I would like to add a definite NO vote along with all the other citizens of the towns affected. All our lives will be affected in some way or other. Our peaceful existence will be wiped out and shattered by these thirty-two trains racing through our communities at speeds of 110 mph twice a day. There are sure to be accidents as motorists rush to get over the tracks before the trains come through. Lives will be endangered because of hold-ups with ambulances trying to get to the hospitals. Businesses and real estate alongside the tracks will suffer. Boaters on the Indian River will be affected when they wait for a bridge to let them through and birds and all wildlife will cringe at the sound of the trains rushing through the State Parks and Florida wilderness.

Is this really a necessity? I think not. Please add me to your list of public comment. Again, I vote NO!

Thank you.
Patsy E Helseth

Patsy E. Helseth, *Vero Beach*

Trains jeopardize beauty, tranquillity

With regard to the 16 All Aboard Florida's passenger trains that will be making two trips daily every hour between 6 a.m. and 9 p.m. from Miami to Orlando every day of the week and passing through Vero Beach as well as many other towns on the east coast of Florida:

Not only do we need to "shush" these trains, we need to prevent them from mining our small towns and cities! Have we thought what it will do to our traffic and the problems that will emerge as cars, trucks, ambulances, etc., line up for the trains to go through all our crossings and every hour? It seems unbelievable that this can be allowed.

Think about the traffic, especially during the winter season when visitors come off Interstate 95 to come to the barrier island and for people who live on the east side of the railroad tracks trying to get out to the Indian River Mall and the Outlets Mall and indeed, to 14th Avenue, our Main Street.

I am a member of an Indian River County pioneer family and practically a native, having lived in this county for nearly 70 years. Yes, in the 1940s and 1950s we had passenger trains running between Miami and New York with a stop in Vero Beach, but only two or three a day at the most, such as the Orange Blossom Special and, of course, the few freight trains we already have.

Citizens of Indian River County, please give a lot of thought to this. These trains may ruin the beauty and tranquillity of our wonderful Treasure Coast and especially our beautiful city of Vero Beach!

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

FROM: Mabel Graham
14657 209th. Road.
Live Oak, Florida 32060

CSX Transportation is one of only five Class One railroads in the United States. CSX currently furnishes passenger rail service between Miami and Orlando via Amtrak. If high-speed rail is such a great opportunity, I wonder why CSX has not jumped at the chance to prove that service.

In fact, no railroad company is planning to provide the high-speed rail service. The current proposal is by a Wall Street hedge fund, Fortress Investment Group. Fortress bought the FEC in 2007 and has set up All Aboard Florida as a subsidiary.

At a recent meeting with the St. Lucie County Commission, the All Aboard Florida representative acknowledged that the money being borrowed by All Aboard Florida would be used to build a second and third set of tracks that would be used by the FEC in its freight operations.

That's only half of the story. The first, second and third set of tracks and the roadbed will be owned by the FEC and will not be subject to the lien of the mortgage given by All Aboard Florida to secure its debt. If All Aboard Florida should fail, then the FEC has the improved roadbed and the second and third set of tracks free and clear of any lien.

This is like a bank lending someone the money to build and furnish a home and taking back a mortgage on only the furniture.

If the FEC is not willing to guarantee the loan to All Aboard Florida and secure it by a mortgage on the real estate and all improvements, then the loan should not be made.

Sincerely,
Mabel Graham

October 9, 2014

FEDERAL RAILROAD ADMINISTRATION
2100 New Jersey Ave.. SE
Washington, DC 20590

ATTN: John Winkle, (Room W 38-31)

I currently live in Vero Beach, Florida. I am very much against the proposed ALL ABOARD FLORIDA railroad.

Bullet trains traveling over 100 miles per hour 32 times a day would delay first responders, doctors, fire fighters, police, and individuals seeking to reach hospitals. Every minute counts during an emergency.

It is disingenuous that the train people claim that the trains will not cost Florida taxpayers. When the low passenger loads happen, the freight trains will dominate. Add the expanded freight traffic and the freight trains sidetracked to make way for the passenger trains.

Our Real Estate values will plummet for all businesses and for the people living near and west of the tracks. The noise and disruption will be a true detriment to our community. I have not spoken to one person that would be in favor of ALL ABOARD FLORIDA. Please listen to the people of Florida.

Sincerely,

Patricia A. Haynes

Patricia A. Haynes
905 Holoma Dr.
Vero Beach, FL 32963

RE: All Aboard Florida

September 26, 2014

Mr. John Winkle
Federal Railroad Administration
12oo New Jersey Avenue, SE
Room W 38-31
Washington, DC 20590

Dear Mr. Winkle:

I am afraid I have a rather negative feeling about All Aboard Florida which is due in part to the facts as they surface and the manner in which the project was presented to the public. I have read much in reference to the noise (I live nowhere near the tracks but do hear the trains), the danger, increased traffic (passengers and freight), disruption of marine traffic, environmental issues and many other well documented problems. My complaints are more basic but will affect the entire community.

When there is any kind of accident, the train cannot be moved until there is a thorough investigation which can take the better part of a day in extreme situations. Even if some problem occurs which slows down a train or stops it briefly, every other train will be held up. It is already a hindrance to anyone living in Vero Beach who must travel east to west and back and the number, speed and length of trains will be greatly increased over the years. This community lures visitors by maintaining a peaceful low key environment and provides a reasonably quiet atmosphere where people can enjoy the outdoors and be free to travel without waiting in a car for a train to pass. Miserable traffic is one of the reasons why many have moved here from the south and west of Florida where there is more congestion and the unknown increase in freight at any speed is unacceptable to our small community. There is no way that AAF will become a minor inconvenience (it already is) but will evolve into a major hassle for Vero Beach inhabitants.

Please take Horace Greeley's advice and go West.

Yours truly,

Susan Hayes

Susan Hayes
1550 Smugglers Cove
Vero Beach, FL 32963

Federal Railroad Administration

Attn: John Winkle, Room 38-31

2100 New Jersey Avenue SE

Washington, DC 20509

Dear Sir:

I am writing to ask that the Administration withhold funding for the West Palm Beach-Orlando leg of the proposed high-speed train service intended to connect Miami and Orlando for the following reasons:

1—The trains will be travelling thru our small town at speeds in excess of 100 MPH on tracks which divide our community into distinct East-West sections with the bulk of the businesses West and the Hospital and Medical Facilities East.

2—People with life-threatening conditions may not be able to reach the hospital. First responders will be gravely hampered in carrying out their urgent duties.

3—We have a large population living and working very close to the tracks.

4--- Our Historically Landmarked Heritage and Community Centers are next to the tracks and won't fare well from all the vibration.

5—An increase is expected in both the number and size of freight trains using these tracks causing even more noise and disruption to our community.

There exists a parallel set of tracks West of I – 95. I feel that money would be better spent shifting train traffic to that set of more westerly tracks.

Thank you for your attention,

Sincerely,

Bradley Halberstam 772-559-3626

VERO BEACH

Oct. 2, 2014

John Winkle
Federal Railroad Adm.
Washington, D.C.

Dear Mr. Winkle:

In Reference to All Aboard Florida, I am very much against this train service traveling in or thru Vero Beach. We already have commercial trains going thru at this time, so adding 32 Passenger trains every day, would be terrible for many reasons, such as, noise and backed up auto traffic.
I suggest you put tracks several miles west of Vero Beach, Fl.

Sincerely,
George A. Guy
Vista Royale
64 Woodland Dr.
Vero Beach, Fl.
32962

DEAR SIR,

You must stop the New High speed Railroad bombarding the Treasure coast as it smashes thru Vero Beach.

The noise would be devastating and the delays of traffic could be worse!

Please help!

Sincerely,

Jeffrey Grand

Vero Beach

11/20/17

MR JOHN WINKLE
FEDERAL RAILROAD ADMIN
1200 NEW JERSEY AVE
SE ROOM W 38-311
WASHINGTON DC
20590

© 2012 USPS recycled

1821 Mooring Lane #36
Vero Beach, Fl 32963
Oct 23, 2014

Dear Mr Winkle:

Just a note to let you know I live about five miles from the railroad tracks as the crow flies. The tracks are inland and I am on the ocean side on a barrier island with the Indian River in the middle. When the freight trains roll by I can feel the vibration over water when I am in bed. Can you imagine what it will be like for the people living in town closer to the tracks?

There is plenty of uninhabited land west of Rte 95 where the should build a faster moving train.

Sincerely,
Elizabeth Gilleau

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

Mr. Winkle,

As a 6th generation Floridian and a Treasure Coast resident for over 40 years, my family and I have seen many changes to central Florida. I've never known of a project that would benefit so few and would negatively impact so many as the All Aboard Florida project. The negative impacts far outweigh the positive for many residents. Transportation is going to be affected for most residents along the trains path. Noise and vibrations from the trains will disturb many residents. Also, the trains could affect emergency response personnel along the 240 mile route. I ask you to stop the All Aboard Florida project.

Sincerely,

Kelly Gilbert
575 11th Ct
Vero Beach, FL. 32962

1300 WHITE HERON LN.
VERO BEACH, FL. 32962
NOV 9, 2014

Cleod.

We are residents of Vero Beach, Florida located on the east coast of Indian River county. My wife and I are opposed to ALL ABOARD FLORIDA. The influx of trains will wreak havoc on our way of living and property values. ALL ABOARD FLORIDA should run directly from Orlando to Miami along the Florida turnpike. We all know this is about freight trains and not public transportation. Tell what you can do for your country — not what your country can do for you.

AL + COLLEEN GACKOWSKI

P.S. I would like a reply from your office concerning this matter!! A copy will be forwarded to our political representatives.

121-0226

Public Comment Response to the Federal Railway Administration
Draft Environmental Impact Study
Published by the FRA September 19, 2014

For the

All Aboard Florida Intercity Passenger Rail Project Proposal
Miami to Orlando, Florida

Submitted by: Phyllis Frey, FAA Safety Check Airman, retired
275 Date Palm Road
Vero Beach, FL 32963

Submitted to: Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue
Washington, DC 20590

November 25, 2014

PUBLIC SAFETY

Section 5:

According to the FRA DEIS, there are no threats to safety posed by the operation of All Aboard Florida because "The Project would have an overall beneficial effect on public health, safety and security in the rail corridor."

THAT STATEMENT IS FALSE FOR THE FOLLOWING REASONS:

Statistics provided in this report prove that All Aboard Florida's high speed rail trains traveling at 110 m.p.h. 32 times per day with closure rates of 200 m.p.h. shared with FEC freight trains operating simultaneously through the FEC corridor, transiting our most densely

populated neighborhoods are a threat that will increase risks to public health, safety and security as follows:

Over the past 15 years (1999-2013), there have been 221 fatalities along the FEC corridor. (Analysis using FRA accident database 5.15 and 2.07 per these links):
http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/query/ConsolidatedHwyRailIncidents.aspx and
http://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Query/castally4.aspx
Statistically, Florida FEC corridor is one of the deadliest in the country.

During the past 10 years, crossing deaths inside the Florida East Coast corridor account for over 1/3, or 32% of all events in Florida. As for random crossing deaths, FDOT calls them quote, "epidemic in our area," which accounts for ½ or 50% of all crossing death events in the entire state. This is from data extracted from the FRA accident database 1.12, searching for all events in Florida and all events on the FEC railway. This is a link to that site:
https://safetydata.fra.dot.gov/OfficeofSafety/publicsite/Query/TenYearAccidentsIncidentOverview.aspx

All Aboard Florida's plan to operate 32 high speed rail trains daily within the FEC corridor in conjunction with 20 proposed freight trains, (DEIS Table 3.3-1) would be an increase from 14 FEC trains per day initially to a total of 20, plus 32 AAF HSR trains, which would equal the operation of 52 trains per day bisecting densely populated coastal towns along the Treasure and Space Coast per day---over a distance of 195 miles. That is an increase in existing trains of over 370% and affects 1.8 crossings per mile. With 143 crossings in the 110 m.p.h. operating speed range, this represents 1.2 crossings per mile.

At 52 trains per day, that is a 370% increase in frequency and increase for opportunity of accidents/deaths. The speed of AAF's HSR trains will nearly double the existing train speeds. These statistics prove that the proposed operation of All Aboard Florida will be a heightened threat to public safety in the FEC rail corridor.

32% of all rail accidents and deaths occur in Southeast Florida. We lead the state in accidents and deaths because we have the highest number of at-grade crossings. 159 are at-grade. 143 of these will dissect our densely populated cities along the entire Southeast Coast.

With All Aboard Florida operations combined with FEC freight operations within the FEC corridor, that will be 20 freight plus 32 AAF trains transiting over 349 crossings. 349 x 52 = 18,148 crossing closings per day. The increased opportunity for fatalities, accidents and injuries is increased exponentially by the increase to 18,148 daily crossing closures due to increased train traffic.

Time of day crossings is a risk factor. Currently 14 FEC trains run at night. Their proposed increase to 20 trains, assuming 10 will run at night, will increase prime time closures from about one every two hours to approximately 3 per hour. This will significantly increase public exposure to crossing and trespasser accident risks. The change from 7 freight to 10, plus 32 AAF = 42 total during peak hours is a 600% increase, or 6 times greater opportunity for accidents and fatalities.

Between 1999 – 2013, there have been 171 deaths in the FEC corridor. According to the FRA, "Random crossing deaths are epidemic in our area." Random crossing deaths could increase by the same percentage as the increase in train frequency, that would result in 340 additional deaths in the next 15 years.

The Federal Railway Administration states that trains operating at higher speeds of 110 m.p.h. increases derailment and collision potential. Source: (FRA Highway-Rail Grade Crossing Guidelines for High Speed Passenger Rail). Frank Szabo, Chief Administrator of the FRA stated that the best safety measure would be NO at-grade crossings. The DOT reports show 350 rail collisions or derailments in the U.S. during the past 15 years.

When it comes to safety, The All Aboard Florida project is an experiment. All Aboard Florida has ZERO experience in railway passenger operations and no track record. As such, this experiment has never been attempted anywhere else in the world. With no proven track

record for operations of its proposed speeds and frequencies through an unprecedented number of crossings, combined with freight operations in our unique area, the projected calculations for increased deaths and accidents under these conditions is guaranteed.

All Aboard Florida has not appointed a Chief Safety Plan-49 CFR 270. According to the FRA, AAF is required to have a System Safety Plan. There is NO Part 270 in 49 CFR. Part 270 was a proposed Rule published at page 55372 in the Federal Register/Vol. 77, No. 174/Friday, September 7, 2012/Proposed Rules. This rule was never finalized (as was the High-Speed Passenger Rail Safety Strategy never codified).

According to AAF, there is no written System Safety Plan. The EIS is missing any impact discussion on Public Safety. Therefore the public is not going to become more safe by All Aboard Florida operations. The public will become less safe.

The public will also become less safe because All Aboard Florida has no current operating experience. The EIS has not conducted a full detailed evaluation of the safety impact upon our communities. The EIS has not provided adequate safety analysis. The EIS cannot prove that AAF operations will not experience significant increase in crossing and trespassing accidents and deaths.

The Environmental Impact Statement has ignored the safety recommendations of Part 1 and Part 1 FRA On-Site Engineering Field Reports, dated March 20 and September 23, 2014. Both reports reveal serious safety deficiencies which are never addressed in the DEIS. Part 2 of the report indicates that even if the Part 1 sealed corridor guidelines, pedestrian gates, vehicle presence detection and trespasser barriers are installed, there remain serious safety concerns which could result in more accidents, especially in terms of vehicle entrapments on crossings.

At least 7 safety risks are noted: pedestrian gates, fencing or channeling, vehicle presence detection, traffic signal preemption, remote health monitoring of gates, monitoring of preemption and ongoing monitoring of and review of crossings with preemption.

Mr. Frey specifically requested a detailed and comprehensive study for preemption. In his report he states, "It is recommended that a thorough evaluation be made of the preemption needs to determine whether Simultaneous or Advanced Preemption is required at each crossing location along the entire AAF proposed route from Miami to Cocoa.

The FRA also recommends "that an independent consulting firm with extensive expertise in the field of preemption be part of the assessment in all of the preempted grade crossings. The consultant should have expertise in both traffic signal design and operation, as well as grade crossing signal design and operation. The consultant must also be knowledgeable in the evolving changes to both the MUTCD and the AREMA Communication & Signal Manual of Recommended Practice."

This aspect alone is a very serious risk to public safety created solely by this project. However, AAF executives have completely rejected that recommendation in public comments. In fact, All Aboard Florida has never committed to any part of the Field Engineering Report parts 1 & 2 recommendations. According to those reports, All Aboard Florida states that they are not required to comply with the FRA findings because these are recommendations, not regulations by law.

The issue of traffic signal coordination and preemption is a serious and unusual risk in the AAF corridor due to the 349 at-grade crossings, many of which are located within 50 – 100 feet of major traffic intersections and major roadways. A few of these cross directly through highway intersections.

The FRA recommends, but does not require sealed corridors (for example) by regulation for trains operating at 110 m.p.h. These are merely "recommendations," which put the public safety at risk. The FRA has never defined or incorporated into Federal Law, specific design criteria for crossings. It is all "guidance and best practices" material. This makes the safety process and compliance mainly a self-regulating process.

AAF has nothing in writing indicating that AAF will comply with the recommendations made in Part 1 and Part 2 Engineering Field Report.

Apparently FDOT does not have the authority of enforcement for these recommendations. When I questioned Mr. Fred Wise at the recent EIS public presentation in Ft. Lauderdale he said quote, "The Florida Department of Transportation does not have the authority to tell a private company what they must do."

The EIS is basing its safety impact study on the promise that AAF will make safety improvements, but no details are offered in writing, as the FRA does not define those requirements. This loophole is one more point of negligence that will place the publics' safety at high risk. In fact, due to the speed of 110 m.p.h. that falls below FRA's jurisdiction (of 111 m.p.h.), there appears to be no agency of authority responsible for holding AAF accountable for its safety operations and standards.

The FRA has little or no experience using sealed corridors as a solution for safety with 110 m.p.h. trains in any directly comparable operational environment to multiple Florida cities and crossings, and have never been proven through operating experience. These operations will never be as safe as separated crossings. The FRA recommends the closing of crossings as a solution to safety.

Quad gates are breach-able and do not work 100% of the time. Positive Train Control systems are still in the developmental stages and will not meet the FRA 2015 deadline. According to Railway Administration reports, the purpose of PTC is to protect railway personnel and their trains, not the general public. These safety recommendations will not compensate for the overriding percentile increase in safety risks to the public due to the increase in frequency and speeds of AAF operations in the FEC corridor.

PTC stopping distances for freight and passenger operations exceed the distances required to avoid collision with vehicles or pedestrians. The FRA Highway-Rail Safety Grade Crossing Guidelines show that trains operating at higher speeds increases derailment and collision potential. Further, in the FRA's own words, "This (PTC) system is not economically feasible."

The question of All Aboard Florida operating passenger service only a few feet away from FEC trains that will contain explosive or other HAZMAT materials such as liquid asphalt and especially of the proposed transport of ethanol which is more explosive than oil, through our densely populated areas is a very high safety risk. No safety or environmental procedures are in place for such catastrophic events that would involve passengers and freight in simultaneous operations. None of this is addressed in the EIS.

FRA grade crossing engineer Brian Gilleran states quote, "As train speeds increase, any condition that could result in train derailment becomes of greater concern. Any number of unforeseen events, such as motor vehicle brake failure, slick road surfaces, motorist errors or other factors may result in a vehicle going through a lowered gate just prior to train arrival. At higher train speeds, the derailment potential is increased for a train collision with an errant motor vehicle on the crossing." End quote.

There are 349 on-grade crossings along the proposed All Aboard Florida proposed route. 143 of these will be transited at 110 m.p.h. through our most densely populated cities and in some instances at a distance of less than 100' from school playgrounds, homes or businesses. That is an average of 1.2 crossings per mile. There are inadequate or non-existent protective fences or pedestrian gates. This IS A THREAT to the safety of our communities and puts the public at risk.

The proposed plan to have AAF trains pass each other at a closing speed of 200 m.p.h. IS A THREAT TO OUR SAFETY. A sealed corridor will NOT provide adequate protection. A sealed corridor only funnels cars to the crossing and adds quad gates. Quad gates are breach-able. Some roads at crossings do not have room for the sealed corridor 100' median and the 9" high walls.

Vehicle detection systems are designed to prevent closure of the exit gate if a vehicle is on the track. They do not work 100% of the time. During the month of October, 2014 in Sebastian, a gate mechanism malfunction caused the closure of crossing gates for hours. In a more serious incident, on October 28, 2014 also in Sebastian, a road accident caused a traffic jam with the rail crossing gates locked in the down position

creating long lines of cars three abreast as shown on the attached diagram, blocking any movement. Three cars were trapped on the tracks inside the gates for 15 -20 minutes.

If AAF had been approaching at 110 m.p.h., the crossing warning time for vehicles approaching the crossing would allow gates to close only 20 seconds before the train arrives. For trains above 60 m.p.h., the horn is sounded ¼ mile before the crossing. A train traveling at 110 m.p.h. the horn will sound only 8 seconds before reaching the crossing.

A vehicle trapped inside the gates would have only 8 seconds from the time the train warning horn is sounded until impact. A school bus, a mother with a baby in the back seat or an elderly person has only 8 seconds to die.

An average freight train 1 ½ miles in length traveling at 55 miles per hour takes over 1 mile to stop once brakes are applied. According to Mr. Kevin Thompson, Safety Consultant on grade crossing gates and timing, quote, "If you've got a 20,000-ton coal train, they (FEC) do have 15,000-ton rock trains, it can take up to 2 miles to stop."
A passenger train 800' long (with each rail car weighing over 100,000 pounds) traveling at 110 m.p.h.---that's 160 feet per second, takes approximately 1 mile to stop IF the emergency brakes are applied. Again, trains do not stop for obstacles on the tracks. According to Mr. Thompson quote, "If someone decides 'I'm going to drive around the gate, there is so much inertia in the train, there is no way the train can stop in time."

According to reports by the American Association of Railroads, "failure points and failure modes for PTC have yet to be identified and corrected." FRA reports that "PTC could actually make existing rail operations less efficient when malfunctioning." PTC usage has not been addressed in the DEIS. According to FDOT, implementation of PTC in Florida has not been discussed.

Numbers of trains will continue to grow rapidly. Regarding freight expansion, the DEIS states that by 2019 freight will increase to an average of 22 trains per day (Table 5.1.2-4). This is a very low and unrealistic projection. Robert Hatfield, in a FEC freight operations presentation stated publicly that the Port of Miami cargo will double in

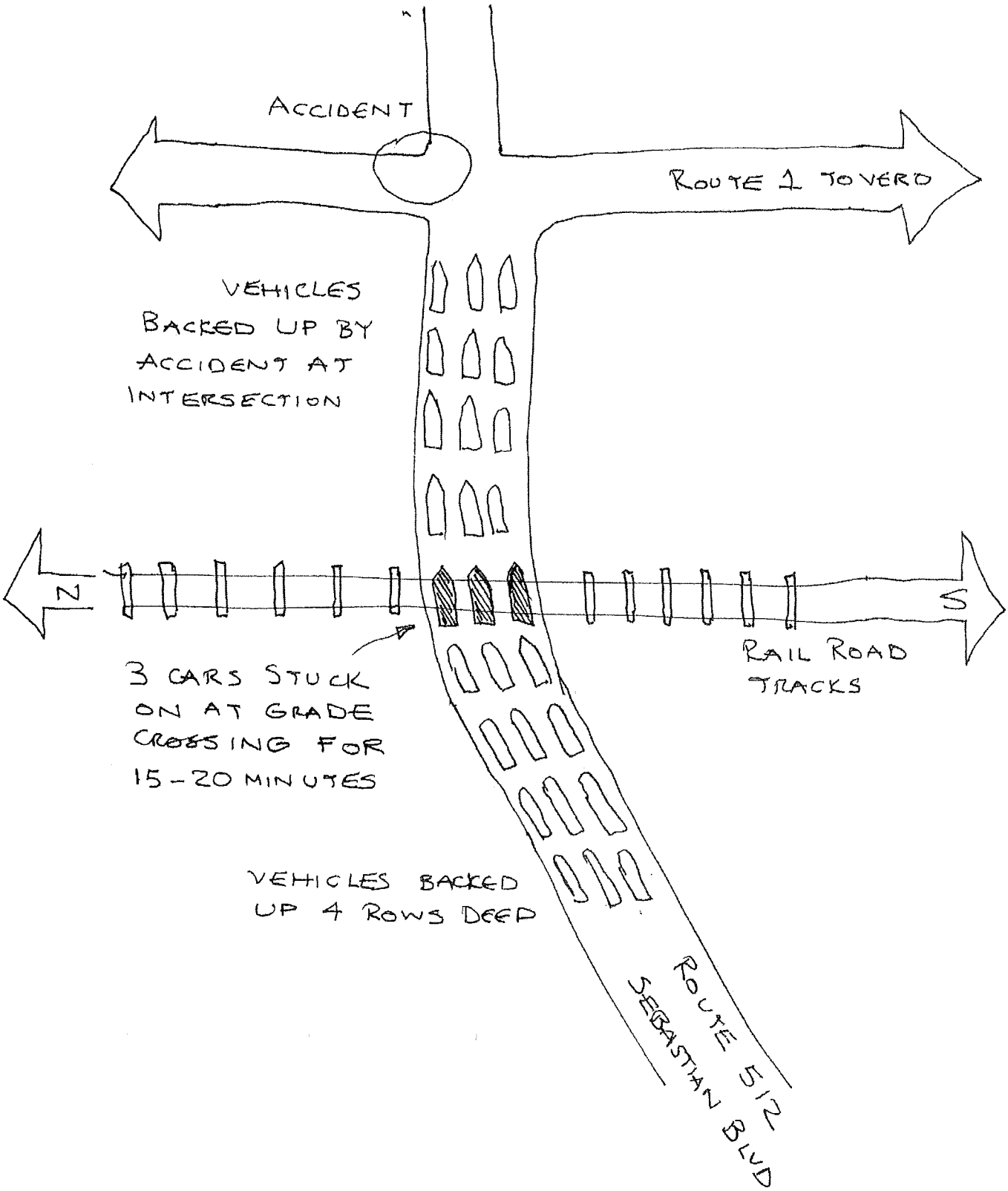
the next 10 years. The FRA should add to that the projections for expanding freight operations in Port Everglades. The EIS must consider the intentions of FEC for expansion over the next 20 years.

The safety issue for simultaneous operation of FEC freight and All Aboard Florida passenger operations will grow increasingly worse in terms of threat and heightened risk to the public safety, health and welfare. Due to the negligent approach to safety issues by the FRA/FDOT/AAF/FEC regarding AAF operations, not only will the public be forced to live with the unsafe consequences of All Aboard Florida operations, we will be dying from them. The public has a right to know who is responsible for their safety.

In conclusion: In an attempt to place profit above lives, All Aboard Florida has inadequately explained or demonstrated its commitment to safety plans or tests. The FRA DEIS report is inadequate due to assumptions, assumptions based upon the absence of safety specifics. Due also to the absence of comparable operating experience, there is no credible scientific safety studies, hazard and risk analysis, or any substantive proof that All Aboard Florida operations will not increase safety risks to the public along the proposed route and should not be approved by the FRA. Any consideration of AAF operations along the proposed route must necessarily include in writing, compliance with the FRA On-Site Engineering field Reports Part 1 & 2. The DEIS is unacceptable as it places the public safety at risk. A new EIS study must be completed which fully addresses every safety oversight in the original draft report.

Thank you for your consideration of this response.

Phyllis Frey
275 Date Palm Road
Vero Beach, FL 32963


ACCIDENT
ROUTE 1 TO VERO
VEHICLES BACKED UP BY ACCIDENT AT INTERSECTION
N
S
RAIL ROAD TRACKS
3 CARS STUCK ON AT GRADE CROSSING FOR 15-20 MINUTES
VEHICLES BACKED UP 4 ROWS DEEP
ROUTE 512 SEBASTIAN BLVD

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 a widow who lives alone. My husband and I worked all our lives to come to "beautiful" Florida. Now my home is filled with noise + vibrations. Where is beautiful Florida? Are people considered?

NOISE

VIBRATIONS

SHAKING DISHES

IMPACT ON TOURISM

DISREGARD FOR PEOPLE WITHIN REACH OF VIBRATIONS

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

All Aboard Florida Intercity Passenger Rail Project

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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	THERESE FREDERICKS
Address	205 GARDEN GROVE PARKWAY VERO BEACH- FLORIDA- 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available therf@att.net

205 GARDEN GROVE PKY
VERO BEACH-FLORIDA
32962
OCTOBER 4, 2014

FEDERAL RAILROAD ADMINISTRATION
ATT: MR. JOHN WINKLE
1200 NEW JERSEY AVE. S.E.
ROOM W38-31
WASHINGTON D.C. 20590

DEAR MR. WINKLE:

PLEASE ALLOW ME TO INTRODUCE MYSELF. I AM THERESE FREDERICKS, A WIDOW, 89 YEARS OLD, AND I LIVE ALONE.

MY HOME IS MY HAVEN, MY HUSBAND AND I PUT OUR LIFE'S WORK AND DREAMS INTO IT. THE HOME IS LESS THAN 1/4 MILE FROM THE R.R. TRACKS WITH NOTHING IN BETWEEN BUT A FIELD AND A FEW TREES, THEN U.S. HIGHWAY #1. I LIVE IN THE COMUNITY OF GARDEN GROVE, IN THE FIRST HOUSE ON THE CORNOR OF U.S. HWY I AND GARDEN GROVE PKWY.

KINDLY CONSIDER MY POSITION AS IT EFFECTS ME, IN THE RAILROAD IMPACT PROBLEM. THE NOISE AND VIBRATIONS ARE TRULY A WORRY FOR ME. EVEN NOW WITH THE FEW TRAINS THAT DO GO BY - MY DISHES IN THE CHINA CLOSET VIBRATE AND LATE AT NIGHT I AM AWAKENED BY THEM. THIS MAKES ME WISH I COULD MOVE MY HOME AWAY FROM HERE. I FEEL MY HOME HAS LOST MUCH OF ITS VALUE DUE TO THE TRAINS NOISE + VIBRATIONS.

I FEAR WITH THE COMING OF MANY MORE TRAINS. HOW CAN I LIVE?

THANK YOU FOR ANY CONSIDERATION

YOURS TRULY,

Therese Fredericks

All Aboard Florida Intercity Passenger Rail Project

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Comments:

Safety - will the crossings be completly secured during train crossings?

Traffic - with so many crossing, has an indepth study been done regarding cross traffic? What will be the wait time?

Quality of life - noise. What is the decibel level? Will these trains be running during sleep hours 10 P.M - 6 A.M.

What proof is there that there is demand for this service. Why not express bus service on the existing turnpike?

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

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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	Michael Pierro & Pat Franklin
Address	Florida 450 Hawthorne Ln., Vero Beach, FL 32962 mailing address 12 Snowberry Ln., East Amherst, NY 14051
email	Please provide your email address if you would like to receive notification when the FEIS is available plfranklin@verizon.net

October 25,2014

John Winkle

Federal Railroad Administration

1200 New Jersey Ave SE

RoomW38-31

Washington, DC 20590

Dear Mr. Winkle,

I am writing to you about my concerns for "All Aboard Florida". Our little town of Vero Beach is divided in half by railroad tracks. I live in a 55 and over community of about 400-500 seniors and the nearest fire station is on the other side of the tracks to us . Not only is the Fire Department needed for fires but also comes frequently for medical assistant. There is another community just south and a larger one north of us that will have the same problem. We are right off US 1 along with many business 's that would be cut off from assistance because of the proposed frequent trains. We are not that far from the tracks so we will certainly hear the noise.

Most of Vero has grown west of the present railroad tracks . Anyone living east of the tracks will be greatly effected by the frequent trains. Our Library, Court House, Churches, Police Station, Shopping Mall, County Buildings, and my voting place are all west of the tracks for me. I have to cross the tracks every day when I drive to work which will be another inconvenience.

Thank You for listening to my concerns.

Patricia J Ford

Patricia J Ford

760 Lake Orchid Circle, P 103

Vero Beach, Fl 32962

6371 ASTOR PLACE
Vero Beach, FL.
32966

OCT. 27, 2014

MR John WINKLE
F. R. D.
1200 New Jersey Ave. S.E.
Room W38-31
Washington, D.C. 20590

Dear SIR,

Re: AGAINST "ALL ABOARD"

1. I have never written a letter before on any political topic.
2. We live west of the tracks along with many thousands. Our only hospital, EMT, fire + police are on the East of the R.R. tracks.
3. 32 trains per 24 hours will go past Vero + many other cities
4. 32 trains in 24 hrs. = 45 minutes apart. We all know they will not run commuter trains in the middle of the night. So that 45 minutes will be reduced dramitically during the day.
5. Add that to our regular F.E.C. Rail traffic (way over a 100 or more freight car per).
6. How long does it take to stop a train going 100 m.p.h?
7. Noise pollution + tax dollars maybe involved. Loss of property values.
8. PLEASE stop this crazy idea!

Sincerely

Thomas F. Flaherty

DAN FITZGERALD

Mr. John Winkle
US Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Winkle-

The Environmental Impact Statement, recently released, leaves a number of questions unanswered about the AAF project. Furthermore, since the EIS was paid for by the AAF people, concerned citizens feel there MUST BE an analysis by an independent environmental organization. That might go a long way to reassure south Florida citizens, who do not approve of the AAF project, that all environmental concerns are going to be met.

My area, Indian River County, would reap nothing but negatives from the proposed pro-Ject and that also is true of Brevard, St. Lucie and Martin counties. It remains to be seen if Palm Beach. Broward and Dade will really be pleased.

What could possibly make the proposed project, arguably, a bit more palatable would be to cut back from 16/32 trains daily to a maximum of 4/8 trains... at less than the proposed excessive speeds..

My understanding is that, currently, Acela/Amtrak loses 50-60 million a year on their passenger service. These guys must be smoking some strong stuff if they think they will do any better with passenger service. Many people believe the entire "scheme" is to transport CARGO, not people, from the Port of Miami (which they have heavily invested in)

The AAF people, with their heavy federal influence, should work out a deal with CSX to use the tracks already in place...or is this whole BOONDOGGLE about whose lobbyists are better connected...and the hell with everyone else???

Respectfully,

Dan Fitzgerald
524 Sable Oak Lane
Vero Beach, FL 32963

524 SABLE OAK LANE – VERO BEACH, FLORIDA-32963

25 September 2014

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

Re: ALL ABOARD FLORIDA

Sir:

My entire family and neighbors are in absolute opposition of this project with 32 daily crossings in addition to regular freight trains that will change the face of our region and way of life FOR EVER without any social, economic or environmental benefit to the Treasure Coast of Florida.

This is an insane and unscrupulous conception, without any consideration for the individual, designed to make the most out of uncaring constituents for the benefit of a few and at the expense of public dollars paid in with tax dollars, what else.
We are all for private enterprise and at times for support from the government but there is a limit dictated by common sense.

There is a familiar "odor" coming out of this project.

Respectfully,

Charles J. Fernandez
Voter and Tax payer

CC: Gov. Rick Scott
Florida Governor

751 46th ST
Vero Beach FL
32968

Oct. 30, 2014

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

Dear Mr Winkle:

I am a resident of Vero Beach FL and highly oppose the trains running through Vero Beach every 45 minutes. They will disrupt our quite community and create traffic problems as well as creating a downside to our Real Estate values . I suggest you run the trains along Hwy 95 if you must bring them though here.

Sincerely

Terence N. Fails

Terence N. Fails

Mrs. Thomas Frey Eggleston
4915 13th Lane
Vero Beach, Florida
November 26, 2014

John Winkle
Federal Rail Administration
1200 New Jersey Avenue, Room W38-311
Washington, D.C. 20590

Dear Sir:

This letter is to request that you extend the deadline for the All Aboard Florida DEIS report. Many Indian River County residents are seasonal; therefore they were unaware of the December 3rd comment deadline. More time is necessary for our citizens to voice their views. Please extend the deadline to February 3, 2015.

Yours sincerely,
Margaret Eggleston

Comments on the Draft Environmental Impact Statement of the All Aboard Florida project.

The primary objection to the project is the negative impacts on the communities along the east coast of Florida between Cocoa and West Palm Beach. These communities (30 or more) are characterized by commercial and residential areas that are intersected by the FEC's at-grade right of way. The proposed significant increase in rail traffic presents a number of conflicts with good planning principles. The addition of passenger rail capacity through the corridor might make some sense, were it proposed to actually serve the corridor, but it only serves the terminal points. Even with service, the number of trains per day would be hard to justify in terms of the interruptions to local mobility and the issues of noise and vibration.

The undeniable reality is that the passenger service will not be profitable. There is no model for such service in the U.S. that is profitable. So why would all the business minds at FECR propose to engage in a business that is not profitable? Because they are looking beyond the few years of unprofitable passenger service (for which they will ask to be at least partially reimbursed) to the very profitable freight traffic they expect from the Port of Miami. Once the right of way, signaling and grade crossings have been improved under the guise of bringing passenger service to the corridor, they will be positioned to run the increased freight traffic. Freight means longer trains, heavier cars and thus more noise, vibration and interruption of local movements. Since the passenger service will not support the 32 trains per day forecasted, the operator may be able to claim a reduction in the total number of trains operated even with the increase in freight operations.

The difficulty for planners is that there is an established rail corridor from Orlando to Miami on CSXT right of way. That corridor is the one that makes sense for improvement as the preferred freight corridor because of its limited environmental and quality of life impacts on current and future populations. The FECR proposal, though attractive as a passenger operation, would produce havoc as a heavy rail operation. The public revolt over freight service for the Port of Miami routed through the centers of the Cocoa to West Palm communities would be loud and relentless.

Since the FRA knows the long term intent of this proposal is to exploit the potentially profitable freight traffic, it must be prepared to fund the improvements to the central Florida routing and encourage all Port of Miami freight to be carried over that route. The FRA should not knowingly allow their role as the helpmate of rail traffic to contribute to the destruction of the quality of life in some 30 communities over 130 miles of FECR right of way. The probable and unintended consequence of approving the proposal is a depopulation of the Cocoa –West Palm corridor.

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

Attached –

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

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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	RAYMOND MITCHELL
Address	5340 E. Harbor Village Dr. #103 Vero Beach, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available ray_mitchell@irirep.com

2822 Cardinal
Vero Beach FL
32963

11/10/14

John Winkle

I am writing re my concern about All Aboard Florida. This train will certainly effect the life of many people here in Vero. The thought of the train plowing thru at 100 mph is very frightening. Please do not let this happen to our families especially our children.

May I suggest you put the train along the Florida Turnpike sides. It makes great sense and the extra cost of tracks is well worth it to many Floridians.

Elizabeth Rito

12-1-14

FEDERAL RAILROAD ADDMINISTRATION
1200 JERSEY AVE.,
S.E. ROOM W-38-311
WASHINGTON, D.C. 20590

DEAR SIRS:

I AM OPPOSED TO THE RAIL SYSTEM YOU PROPOSE.
THERE IS NOT ENOUGH PASSENGES TO SUPPORT
A SYSTEM BETWEEN MIAMI AND ORLANDO.
TAX PAYERS WOULD WINDUP PAYING FOR
YOUR FAILURE.
I CAN ALSO SEE YOUR MAIN GOAL IS THE
INCREASE IN FREIGHT DUE TO THE
WIDENING OF THE PANAMA CANAL.
I HOPE YOU WILL LISTEN TO ME.

YOURS SINCERELY,

Eugene G. Willem
7300 20TH ST., 301
VERO BEACH FL., 32966

SEPTEMBER, 2014

DEAR MR. WINKLE,

SUBJECT:
ALL ABOARD FLORIDA

DO I think PASSENGER TRAIN SERVICE (WHICH DOESN'T EVEN STOP IN VERO BEACH) UP TO 16 ROUND-TRIP TRAINS FROM ORLANDO TO MIAMI AT SPEEDS UP TO 103 MPH IN MY COUNTY, "INDIAN RIVER" DESTROY OUR QUALITY LIFE HERE? YOU BET I DO!

THIS IS A PLAN OFFERED BY A PRIVATE COMPANY. YET THEY WERE GOING TO REQUEST LOCAL AREAS PAY FOR RE-FURBISHING THE RAIL LINE, WHICH DOES NOTHING FOR US.

HAVE YOU EVER BEEN WAKENED AT 4AM BY A TRAIN HORN BLOWN REPEATABLY TO GET SOMETHING OR SOMEONE OFF THE TRACKS? THAT COMES FROM FREIGHT TRAINS NOT SPEEDING AT 103MPH.

(OVER)

LET THIS RAIL PLAN EXPLORE ANOTHER AVENUE THRU WESTERN FLORIDA DIRECT TO ORLANDO.

THANK YOU FOR LISTENING.

I HOPE YOU AGREE.

SINCERELY

Sybilla Mierzwa

SYBILLA MIERZWA
835 18 ST. APT #103
VERO BEACH. FL,
32960

SEPTEMBER, 2014

DEAR MR. WINKLE,

SUBJECT: ALL ABOARD FLORIDA

I DIS AGREE WITH ANY APPROVAL TO "ALL ABOARD FLORIDA". HIGH SPEED TRAINS NOT EVEN STOPPING IN VERO BEACH. LOCAL AREAS TO BE REQUESTED TO PAY FOR UPDATES TO THE RAIL TRACKS?

THIS IS NOT AN UPGRADE - IT IS A PLAN TO DESTROY A BEAUTIFUL PART OF FLORIDA.

I HOPE GOV. SCOTT READS THIS LETTER TOO.

YOURS TRULY,

E. Mierzwa

EDWARD MIERZWA
835 18 ST, APT#103
VERO BEACH, FL.
32960

Jean Palmer Messex

I sincerely OPPOSE ALL ABOARD FLORIDA!

It divides Vero Beach dangerously and provides no positive benefit to us. My community of Johns Island is against it! Jean P Messex

300 Harbour Drive, 503B
Vero Beach, FL 32963
Nov 22, 2014

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

Dear Sir:
My father worked for the railroad as a switchman and engineer for many years so I am always interested in issues relating to railroading. This issue has really caught my attention because it will affect drastically impact my life. I am referring to the plan put forth by All Aboard Florida to run a "passenger" train along the eastern coast of Florida.

I strongly object to this project for many reasons:

-First of all, Public safety will be affected by the delays in ambulance arrival at hospitals. A large portion of Vero Beach will be cut off from hospital access 32 times a day. Also, accidents will increase at crossings.

-Noise pollution also will become a big issue. The trains can now be heard from miles away at quiet times. To add so many more trains would be most disturbing to a great many people, disturbing their quality of life.

-Money is also a huge issue. Public funds should NOT be used for private enterprise, under any disguise. This will cost the already cash-strapped municipalities money through the years, not just when the project is initiated . This money should be put to much better use.

There IS a solution, and that is to use the tracks west of I 95 where the impact would be negligible.

The hidden agenda of All Aboard Florida is pretty transparent: to use these trains to carry freight after the widening of the Panama Canal is completed. It can be statistically shown that passenger trains through the years have never been profitable. It would be irresponsible of your agency to waste taxpayers' money on this endeavor.

Sincerely,

Darlene Merselis

Darlene Merselis

Federal Railway Administration
Draft Environmental Impact Study: All Aboard Florida

Public Comment:
Melinda Meikle, 1612 West Camino del Rio, Vero Beach, Florida
772-492-6754 . Ssun22@att.net

Registered Mail Comments To:
John Winkle % Federal Railroad Administration
1200 New Jersey Avenue SE, Room W38-31
Washington DC 20590

Email: AAF_comments@vhb.com

All Aboard Florida virtually ignores the mounting opposition for HSR on Florida's Treasure Coast and when recommendations are made for them to move westward their excuse is they own the ROW on the Treasure Coast even though they currently they do not, as Vero Beach City Council has denied their ROW transfer request. All Aboard Florida should pay attention to better alternatives as the CSX Turnpike route is 30 miles shorter, less populated and poses less liability for AAF.

FRA should notice the current $68 billion ticket for California High Speed Rail that is currently on hold due to a Judge invalidating their business plan and rejecting their ability to raise bonds. Plus, the International Energy Agency affirms that emissions in America are down to 1992 levels and California Air Resources Board warns that High Speed Rail will make the environment worse with trains blasting through our peaceful hometown communities: creating pollution, congestion, adding to higher density, enormous construction and funding costs while inflicting untold stress on overburdened economies!"

How can AAF succeed when comparing their goal of 3 million ridership to the busy New York Acela's real ridership of 3.2 million (75% of all US ridership). As the EIS defines their "3 year ramp up expectations" to 1.5 million by the year 2019 and even only 3.25% of the seats will be filled when compared to the trains they say they have purchased. (10 trains 400 seats) This is a failed plan rushing towards a doomed financial fiasco that will be funded with taxpayers checkbooks!

AAF has introduced their project to us as a business that sprung up due to the Panama Canal Expansion. This clearly means freight, not passenger! Kim Delaney, AAF representative, personally confirmed to me they will be adding both short and long haul freight without numbers or frequency. Only this week, November 6, 2014 FEC long haul freight tied up traffic from Sebastian to Vero for at least 35 minutes at a peek time creating major congestion contrary to their **goal of less congestion!**

Mr. Winkle, we beg your serious attention to our voices as the EIS is flawed and shows AAF to be a "disaster waiting to happen!" Their goal of $2.25 billion financing is only the tip of the iceberg as rail cost overruns are as much as 50% to 100%. These people are either incompetent or telling lies!

Please consider the following three points of my personal concern from the EIS: Ridership and Revenue Study, Noise and Vibrations and Financial Liabilities.

RIDERSHIP AND REVENUE STUDY: See Ridership Revenue Summary EIS Pages 3- 4

Page 3 explains why "Base Case" scenario is the current and conservative analysis to use when calculating ridership forecasting to 2019. Page Four Table 1: shows why using "Long Distance" (Orlando/Miami) numbers is also correct for ridership numbers to a total of 1,526,300 Million Ridership at the end of the "ramp up" time 2019. It is unclear if they can stay in business those three years.

All Aboard Florida presentations have been based on already purchased trains as follows:
10 trains X 400 passengers x 32 times per day = 128,000 day x 365 days = **47 Million Annual Ridership**

AAF is asking us to take their business model seriously? Their stated train purchases to accommodate 47 million passengers divided by the EIS 1,526,300 ridership "ramp up" to 2019 will succeed with only 3.25% ridership! **This is a 96.75% shortfall with huge operational losses!**

TICKET PRICES: Many have asked for ticket prices multiple times from Mr. Roberts and Mr. Reininger of AAF and even in the EIS ticket prices are **unclear**. At one point, AAF sued to have their Ridership/Ticket Price numbers hidden, giving the impression they are unaware of financial feasibility.

A ticket from New York to DC is anywhere from $130 to $420 per one-way ticket. Will a family of four from Disney to Miami pay $1,040 (RT) or make the less expensive choice of the leisurely car option?

EIS PROMISES TRIP TIME SAVINGS OF 25-50% (Ridership/Revenue Study Summary Page 2)
False and Impossible! AAF states "No Comparable Service, AAF can provide travel time savings of 25% to 50% when compared to existing surface modes (auto, bus, rail) " AAF has REPEATEDLY **compared High Speed Rail from Orlando/Miami in 3 hours to a car trip of 3 ½ Hours. ½ Hour Savings!**

Their marketing story has changed in the above EIS 2 by lengthening the trip time on I-95 time to 4 hours 15 minutes and Turnpike to 3 Hours 50 minutes. **To be fair, to use this rationale, they must add the time To-and-From the HSR station to final destination TO THE 3 HOUR HIGH SPEED TIME!**

It's serious when AAF plays with their numbers to present a "positive marketing story" and not the truth and **25-50% Time Savings is a total stretch along with 3.25% ridership projections to 2019!**

AAF is relying on 75% tourism for their passenger rail financial success but fail to offer a valid reason why these "phantom" passengers will decide against a leisurely inexpensive car trip to choose an inconvenient and costly AAF High Speed Rail trip - tourists seek touring instead! No brainer!

TRAIN HORNS/NOISE:
HIGH SPEED TRAIN REGULATIONS REQUIRE 96-110 DECIBELS FOR ALL TRAINS AND REQUIRE HEAD GEAR -- PERMANENT HEARING DAMAGE IF NOT USED PROPERLY

Micro Precision LLC, Owner of Nathan Airhorn KSLA-AIR HORNS told me that Nathan AirChime K5LA Train Horn will be used for Florida High Speed Rail and they are a long-time supplier of train horns in America and approved by FRA standards which are horn blast at 96-110 decibels for residential, commercial and industrial. Their disclaimers are attached to all horns and demand **HEARING PROTECTION REQUIRED (see attached horn disclaimer).**

Nathan Airhorn Disclaimer Warnings that accompany all horns warn:
- Train horns must be used at a distance of 100 feet to avoid damage.
- Proper hearing protection must be worn when using this Airhorn or permanent damage may result.
- Never operate this produce close to pedestrians or others

However, the Environmental Impact Statement admits to severe hearing impact as follows: "Affected Environment and Environmental Consequences, Pages 4-4 and 4-5, Table 4 For Indian River County. "Category 2 Moderate Impact at 600 feet and Severe Impact at 75 feet."

Note: The required 110 decibels is 16 times louder than the average pain threshold. Noise Issues will create huge liabilities for All Aboard Florida

Vero Beach Florida Code Enforcement Code: Section 38-61: "It shall be **unlawful for any person to make, continue, or cause to be made or continued in excess, unnecessary or unreasonably loud noise which disturbs the peace or quiet of any neighborhood or** which causes discomfort or annoyance to any reasonable person of normal sensitivity."

All Aboard Florida Route: 353 crossings x 32 crossings day = 11,296 x 4 blasts = 45, 184 blasts daily
Vero Beach has 31 crossings x 32 times a day = 992 blasts x 4 = **4,000 Blasts Daily**

Refer to Noise Source Authorities and Their Effects:
https://www.chem.purdue/edu.chemsafety/Training/PPETtrain/dblevels.htm

Experts Verify That Train Horns Will Cause Hearing Loss and Against Vero Beach Codes

LIABILITIES:

TAXPAYERS RECOMMEND AAF MOVE WESTWARD TO LESS POPULATED AREA THAT WOULD HAVE LESS LIABILITY AND RAILROADS ROUTINELY SHARE TRACKS!

According to Progressive Railroading CSX Transportation Article ... "Operating more of its trains on the CSX corridor, FEC could bypass the more dense areas of its corridor ... the regional railroad also could use the western corridor to reach customers in Orlando ... says FEC's Ledoux.
http://www.progressiverailroading.com/csx_transportation/article/South-Florida-rail-upgrades-to-provide-more-freight-transit-travel-options--39706

FINANCING: LACK OF HIGH SPEED RAIL FUNDING ACROSS THE COUNTRY

Sacramento County Superior Court Judge Michael Kenney ruled against California HSR due to the original ballot provisions that financing and environmental clearances must be in hand before construction. Plus, unending problems with imminent domain, inability to adequately show sources of financing to complete the project, law suits over misuse of taxpayer cap & trade funds and a rising expense that will exceed the current $68 billion price tag and the judicial rejection against the state to sell bonds.

Numbers do Count! O'Toole of the Cato Institute in his article: "Defining Success, The Case Against Rail Transit," outlines what All Aboard Florida could have in store for their bottom line! The Miami-West Palm 1989-debacle cost the SE Florida Regional Transportation Authority (Tri-Rail) $53 million, with a $9 million return and $1 Billion capital improvement for double tracking of 71 miles, was projected to create 30,000 new riders and, in 2008, resulted in a meager 13,000 new riders. Pretty steep fare at $76,923 per new customer and failure still looms with Tri-Rail's $30 million deficit!

ALL ABOARD FLORIDA PARENT COMPANY: FORTRESS IN NEW YORK CITY

Since 2007 the value of Fortress headge fund has declined $61 BILLION and according to a November 1, 2014 article indicates it wants to go private, does not inspire confidence for funding and transparency.

TRUSTWORTHINESS: ALL ABOARD FLORDA/FLORIDA EAST COAST

All Aboard Florida claims the Panama Canal Expansion as their reason for business which is surprising as they claim they are SOLELY a "first time ever" passenger rail service seeking 75% tourism. Panama Canal will generate all freight traffic. When questioned Kim Delaney, The AAF representative, told me personally they're planning on more freight, including long haul, recently experienced from Sebastian to Vero for at least 30 minutes. These implications are staggering and these people unbelievable!

National builders in our town now say that possible buyers of properties specifically request to be on the side of the tracks with the hospital! How much of a loss has this generated to date – millions!

Call Toll Free: 1-877-209-8179
International +1-813-783-8058 - ¡Se habla español!

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Nathan AirChime K5LA Train Horn

The Nathan K5LA is the god father of all train air horns! Still in use today, the Nathan K5 is used on commercial locomotives all around the country. This AirChime train horn is of the highest quality construction and guarantees amazing performance! The K5 incorporates five heavy duty die-cast kettle drum bells with a high flow five way manifold. The K5LA horn is the real deal: not only is it the loudest horns we've ever sold, but a genuine locomotive air horn. It doesn't imitate the sound you hear from diesel locomotives; it is the sound you hear from diesel locomotives. You'll be heard for miles with a set of these horns!

Features

- Genuine Railway Use Locomotive Tune Horn!
- Die Cast Durable Aluminum Body

Pop. Density	Existing Ambient Noise from Pop. Density	Track Alignment	County	Category 1		Category 2		Category 3	
				Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)	Mod. Impact (feet)	Severe Impact (feet)
3000-10,000	55	Mainline	Indian River	100	none	none	none	none	none
3000-10,000	55	Crossing	Indian River	710	290	345	75	345	55
10,000-30,000	60	Mainline	Indian River	100	none	none	none	none	none
10,000-30,000	60	Crossing	Indian River	345	220	245	75	240	55
>30,000	65	Mainline	Indian River	70	none	none	none	none	none
>30,000	65	Crossing	Indian River	260	145	245	75	150	55
***North-South Corridor Alternative* – Brevard (NS)**									
<1000	35 to 45	Mainline	Brevard (NS)	80	none	none	none	none	none
<1000	35 to 45	Crossing	Brevard (NS)	2100	455	600	75	560	55
1000-3000	50	Mainline	Brevard (NS)	80	none	none	none	none	none
1000-3000	50	Crossing	Brevard (NS)	950	285	345	75	345	55
3000-10,000	55	Mainline	Brevard (NS)	80	none	none	none	none	none
3000-10,000	55	Crossing	Brevard (NS)	705	285	345	75	345	55
10,000-30,000	60	Mainline	Brevard (NS)	80	none	none	none	none	none
10,000-30,000	60	Crossing	Brevard (NS)	345	220	245	75	240	55
>30,000	65	Mainline	Brevard (NS)	65	none	none	none	none	none
>30,000	65	Crossing	Brevard (NS)	255	145	245	75	150	55

Source: AMEC

Noise Sources and Their Effects

Noise Source	Decibel Level	comment
Jet take-off (at 25 meters)	150	Eardrum rupture
Aircraft carrier deck	140	
Military jet aircraft take-off from aircraft carrier with afterburner at 50 ft (130 dB).	130	
Thunderclap, chain saw. Oxygen torch (121 dB).	120	Painful. 32 times as loud as 70 dB.
Steel mill, auto horn at 1 meter. Turbo-fan aircraft at takeoff power at 200 ft (118 dB). Riveting machine (110 dB); live rock music (108 - 114 dB).	110	Average human pain threshold. 16 times as loud as 70 dB.
Jet take-off (at 305 meters), use of outboard motor, power lawn mower, motorcycle, farm tractor, jackhammer, garbage truck. Boeing 707 or DC-8 aircraft at one nautical mile (6080 ft) before landing (106 dB); jet flyover at 1000 feet (103 dB); Bell J-2A helicopter at 100 ft (100 dB).	100	8 times as loud as 70 dB. Serious damage possible in 8 hr exposure
Boeing 737 or DC-9 aircraft at one nautical mile (6080 ft) before landing (97 dB); power mower (96 dB); motorcycle at 25 ft (90 dB). Newspaper press (97 dB).	90	4 times as loud as 70 dB. Likely damage 8 hr exp
Garbage disposal, dishwasher, average factory, freight train (at 15 meters). Car wash at 20 ft (89 dB); propeller plane flyover at 1000 ft (88 dB); diesel truck 40 mph at 50 ft (84 dB); diesel train at 45 mph at 100 ft (83 dB). Food blender (88 dB); milling machine (85 dB); garbage disposal (80 dB).	80	2 times as loud as 70 dB. Possible damage in 8 h exposure.
Passenger car at 65 mph at 25 ft (77 dB); freeway at 50 ft from pavement edge 10 a.m. (76 dB). Living room music (76 dB); radio or TV-audio, vacuum cleaner (70 dB).	70	Arbitrary base of comparison. Upper 70s are annoyingly loud to some people.
Conversation in restaurant, office, background music, Air conditioning unit at 100 ft	60	Half as loud as 70 dB. Fairly quiet
Quiet suburb, conversation at home. Large electrical transformers at 100 ft	50	One-fourth as loud as 70 dB.

FDA Required

Library, bird calls (44 dB); lowest limit of urban ambient sound	40	One-eighth as loud as 70 dB.
Quiet rural area	30	One-sixteenth as loud as 70 dB. Very Quiet
Whisper, rustling leaves	20	
Breathing	10	Barely audible

[modified from **http://www.wenet.net/~hpb/dblevels.html**] on 2/2000. SOURCES: Temple University Department of Civil/Environmental Engineering (www.temple.edu/departments/CETP/environ10.html), and *Federal Agency Review of Selected Airport Noise Analysis Issues*, Federal Interagency Committee on Noise (August 1992). Source of the information is attributed to *Outdoor Noise and the Metropolitan Environment*, M.C. Branch et al., Department of City Planning, City of Los Angeles, 1970.

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

September 29, 2014

Dear Mr. Winkle:

My wife and I wish to go on record as adamantly opposed to All Aboard Florida's reprehensible plan to run high speed passenger trains through our community without even a by-your-leave or even the prospects of a stop here in Vero Beach. We are opposed to this ridiculous scheme on several grounds:
1) The serenity of our community would be severely affected by the presence of 24 trains a day rumbling through at highly dangerous speeds.
2) This presents a great danger to our residents in emergency situations – for those living west of the tracks they will periodically be cut off from access to the hospital's emergency room when seconds often count.
3) We have nary a single overpass by road over the tracks, so there is no hope of avoiding a wait while these trains pass through.
4) The high speeds at which these trains run through our community will create dangerous situations, for elderly and children particularly, who may be in the vicinity of the tracks, either children at play or elderly and disabled people attempting to cross the tracks.
5) This company has no regard whatever for the citizenry along the proposed route from Orlando to Miami, aside from the affluent few who can actually afford to travel by this route. They have been rude, evasive, and clearly malignant in their feelings for the public.
6) Their application for federal funds is ludicrous. If they insist on pushing this bad idea down our throats, let its failure/bankruptcy not be at public expense, at the very least. Please do a very thorough job in investigating these arrogant people. I think your first priority should be to protect the public from unscrupulous planning and priorities.
7) Do they have any support for supposing the public is interested in this proposal to the extent of supporting 24 runs a day? Wouldn't a better plan be to run 2 each way at first to see if the idea will catch on? What data do they have (and can it be verified by an independent body) to support their suppositions?
8) If they truly wanted fast passenger service between Orlando and West Palm Beach, why not take the much more direct inner route paralleling Florida's turnpike between these two cities? I suspect a cost analysis would show that it would be no more expensive than the proposed route since less would need to be done for the railroad crossings in rural areas (there density is bound to be far less). Certainly the time for the passengers would be far less.
8) We wonder whether this plan is a mechanism for improving the rails themselves for the projected increase in freight due to improvements in the South Florida ports and in the Panama canal. Clearly big increases are coming, and we feel that a planned passenger service is sure to fail, invoking a rescue by the people and en passant having available an additional set of rails to enable better transit of the freight traffic.
9) The vibration accompanying the high speed trains can be both annoying and destructive.

Many more objections could be listed but we believe that this outfit panders to the very wealthy, uses very suspicious and evasive techniques in answering their legitimate critics and opponents. Please do side with the communities whose life style will be so adversely affected by the proposal before you.

Thanks for listening!

Sincerely yours.

Harlley E. McKean

Betsy J. McKean

Harlley E. and Betsy J. McKean
1496 Shorelands Dr. East
Vero Beach, FL 32963

John Winkle, Federal Railroad Administration

1200 New Jersey Ave. S.E., Room W38-31

Washington, DC 20590

Dear Sir,

As a resident of Vero BeachI fail to see any long term benefits from AAF. Rather I see an expense of time and money on this project.

The preamble to the constitution insures us domestic Tranquility. I,m afraid AAF has taken this away.

My wife and I left Stuart, Fl five years ago because it was starting to look like West Palm. We found our place of quiet refuge here in Vero Beach.

Some would call the noise and vibration of 30 trains a day, progress. We would call it unhappy turbulence and disquiet.

sincerely,

Terrence McGuirk

Terrence McGuirk

41100akmont Court

Vero beach, Fl 32967

cc Sen. Nelson
Rep. Posey
Sen. Negron
Rep. Mayfield

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.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

People with life threatening situations (Heart Attacks, Strokes, Accidents ,etc) will not be able to get to the hospital, which is located on the East side of the tracks. First responders,
Police, fire fighters even the Coast Guard are all against this plan. Lives will be lost.

More and longer FREIGHT TRAINS are scheduled…two sets of tracks with trains running all the time. Traffic will be backed up for long periods of time.

Our Real Estate values will plummet for all businesses and for the Home Owners living near and west of the tracks. The Railroad goes right through our downtown. The noise and disruption will totally ruin our community.

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 our tax base.

The AAF wants the Indian River Taxpayers to pay to create Quiet Zones and then maintain them. There are worries because the history of Bullet Trains shows they have not been profitable. Then who pays?

B. McCarthy &
B. McCarthy

Cut Here

November 13, 2014

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

Dear Mr. Winkle:

We relish the opportunity to express our disapproval of and concerns regarding All Aboard Florida (AAF).

Let's get right down to the cold hard truth – this project has nothing to do with passenger travel but everything to do with moving vast amounts of freight up the Eastern seaboard. There isn't a passenger train service that is successful anywhere in the US and perhaps the world. So, all the "rah rah" about this little route from Miami to Orlando is laughable.

If the true purpose of this project was express passenger service between Miami and Orlando, the route would be along the Turnpike easement without compromising the way of life of thousands of people along the coastline.

There is nothing good to come of this for the beautiful coastal communities that thrive on tourism because of their proximity to the ocean and inter coastal waterway for boating, fishing, swimming, etc. Towns like Vero Beach will essentially be cut in half, hampering travel from one part of town to another because of frequent trains.

What is especially infuriating is that the project is being built "on the cheap". Bad enough they're reluctant to spend the money for extra safety and quiet zones, there should be overpasses built at every crossing they want. But that would cost money which they don't want to spend. But it seems they're willing to spend money to run the trains along Route 528 from Cocoa Beach to Orlando. So much destruction and it could have gone up through the middle of the state on a direct route.

We vehemently oppose any federal funding or assistance. The federal government doesn't have any money. They use OUR money and we don't want it!!! Even if private funds were obtained to start building, the passenger service is destined to fail and will need subsidies from guess who? The taxpayers. The very taxpayers who don't want this debacle in the first place.

The recent roadshows were beyond disappointing. Poster boards and suits spewing the party line. There should have been opportunities for open, public exchange. Instead we were asked to write our comments and place them in a black hole, I mean black box. Who will see them? Who will read them?

We live in close proximity to the train tracks and have no doubt that our quality of life and property values will suffer as a result of this project. We would support the effort if it were running further west, away from neighborhoods, shopping and entertainment.

Thank you for your attention to this matter.

Sincerely,

Gary & Denise McCabe
4585 Bridgepointe Way, Unit 163
Vero Beach, Florida

VERO BEACH

THE ALL ABOARD FLORIDA IT IS NOT A DONE DEAL

Throughout our community, you hear people say "It's a done deal" "To late to do anything about it " Well, IT IS NOT TRUE. The All Aboard Florida Railroad has not received the 1.5 BILLION dollar loan from the Federal Railroad Administration for the leg between West Palm and Orlando.

The residents and business people in our communities DO NOT want this, for many reasons.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

People with life threatening situations (Heart Attacks, Strokes, Accidents ,etc) will not be able to get to the hospital, which is located on the East side of the tracks. First responders, Police, fire fighters are all against this plan. Lives will be lost.

More and longer FREIGHT TRAINS are scheduled…two sets of tracks with trains running all the time.

Our Real Estate values will plummet for all businesses and for the people living near and west of the track. The Railroad goes right through our downtown. The noise and disruption will totally ruin our community.

Almost all of our service businesses are west of the tracks, making it a hardship for the beach population to support. These businesses are our tax base.

The Railroad wants the Indian River Taxpayers to pay $3,000,000.00 to create Quiet Zones and then maintain them. There are worries because the history of the Bullet Trains shows they have not been profitable.

Marilee & William Matteson

----------Cut Here----------

From: Beverly Matsoukas
1470 5th Ct.
Vero Beach FL 32960

To: John Winkle, Federal Railroad Administration
1200 New Jersey Ave. S.E. Room W38-31
Washington DC 20590
aaf_comments@vhb.com

Dear Mr. Winkle,

The proposal to run a second set of railroad tracks through heavily populated coastal communities without stops is obviously of no benefit to the communities, and a genuine loss of real estate values, not to mention property tax revenues. I won't go on about many other real losses to our Florida Treasure Coast because there is a greater consideration at the national level.

In the event of any war, it doesn't take a military genius to see the advantage of being able to destroy two important rail lines with one well placed bomb. Terrorists would see it as a triple hit because they could also take out or maim a large number of victims in nearby vehicles, homes, and businesses.

Hopefully war does not come, but hurricanes do. They hit the hardest along the coast. The number of bridges, and the tracks in many places so near the water are at high risk for causing a double interruption for transportation of people and freight merely due to natural disaster.

Please run the second set of railroad tracks in the more central and less populated part of the state for our national security, and also the economic benefit of having an alternate rail line available in case of any problem.

Sincerely,

Beverly Matsoukas

Beverly Matsoukas Sept 25, 2014

From: Beverly Matsoukas
1470 5th Ct.
Vero Beach, Fl 32960

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

Dear Mr. Winkle,

Before allowing additional Railroad tracks to be placed along the East coast of Florida by All Aboard Florida, please look at the overall picture. Who will benefit except All Aboard Florida?

The location so near the coast greatly increases the danger of train service interruptions due to hurricanes. No public benefit.

The interruptions to boating access to the Atlantic due to highly increased drawbridge closings as there are 32 additional closings planned for passenger trains. Who knows how many more closings when they add freight trains? No public benefit.

The proximity of the coastal route to the Nuclear Power Plant in St. Lucie County, poses a serious danger of lost service due to plant accidents, or sabotage. No public benefit.

In the event of terrorist attack, or, if war would be fought on our soil, this location gives an enemy the ability of being able to take out two rail services with one bomb. No public benefit.

A vest strapped to passenger on a train would wreak havoc on two services, and do it in a populated area, AND be a serious loss to our nation of ability to move supplies and/or troops for defense. No public benefit.

Some businesses near the tracks will have interruptions and others will have to close due the expansion of railroad needs. No public benefit.

Homes near the tracks will loose value. No public benefit.

Less taxes can be collected by the City or County from the lost businesses, and the lower home values, therefore taxes will have to be increased on all the homes and businesses that remain. No public benefit.

Constant railway traffic lowers the safety to citizens attempting to cross multiple tracks on foot or by vehicle. Just ask any traffic investigators. They will tell you, it is not the train that has passed that will get you , it is the one coming from the other way that you could not see. No public benefit.

Increased delays for getting emergency vehicles to doctors, hospitals, fires, robberies, traffic accidents, broken water, electric or sewer lines. No public benefit.

Loss of quality of life for VERY HEAVILY POPULATED AREAS of the state. No public benefit.

Yes! We need to relieve crowded highways and pollution. FOR THE PUBLIC BENEFIT build a railroad line for passengers and freight that would be an asset to our state and nation. Run it through the less populated central areas of the state. Do not build such a target for terrorist, or hurricane.

Beverly Matsoukas
Dec 5 2014

RIEP D MAYFIELD
FLORIDA HOUSE OF REP
DISTRICT OFFICE 54(R)
1053 - 20TH PLACE
VERO BEACH, FLA 32960

MR WINKLE
REF
VTY

Mr. Richard J. Martin
859 Island Club Sq
Vero Beach, FL 32963

Richard J Martin
12/18/14

SUBJECT: BAH, BAH FROM THE BLACK SHEEP REPUBLICAN: RE: FEDERAL RAILWAY ADMINISTRATION IMPACT STUDY

REF(Q): PUBLIC COMMENT RESPONSE TO THE FEDERAL RAILWAY ADMINISTRATION - DRAFT ENVIRONMENTAL IMPACT STUDY - FOR THE - ALL ABOARD FLORIDA INTERCITY PASSENGER RAIL PROJECT PROPOSAL MIAMI TO ORLANDO, FLORIDA

SUBMITTED BY: PHYLLIS FREY, FAA SAFETY CHECK HIRMAN, RETIRED -
275 DATE PALM ROAD
VERO BEACH, FLA 32963

SUBMITTED TO: MR JOHN WINKLE
FEDERAL RAILROAD ADMINISTRATION
1200 NEW JERSEY AVENUE
WASHINGTON, D.C. 20590

NOVEMBER 25, 2014

THE ISSUE PUT FORTH IS "PUBLIC SAFETY" AND IS EVALUATED BY CALCULATING THE TRAINS WILL TRAVEL AT 110 MPH AND PEAK SHORT TIME OVER-RIDES BY 10%, GIVING STANDARDS OF TRAVEL SPEEDS WILL BE 110 MPH AND PEAK EMERGENCY SAFETY SPEED OF 120 MPH TO 125 MPH.
THE CALCULATIONS FOR SAFETY WITHIN THE DETAIL ANALYSIS FRAMEWORK IS BASED ON A 110 MPH - 125 MPH RANGE "TRACK PLAN". YET THE TRACKS ARE CURRENTLY DESIGNED FOR 90 MPH - 100 MPH, WHICH MEANS THE CALCULATIONS FOR "SAFETY OF THE PUBLIC" ARE 20% HIGHER WITHIN REF(Q), THAN THE CURRENT IMPLEMENTED TRACK PLAN.
REF(Q) NEVER ESTABLISHES A BASE LINE TRACK PLAN

DONT YOU THINK YOU SHOULD TELL ME WHAT THE RAILS ARE DESIGNED FOR OPERATIONALLY.

11/18/14

John Weinle
FRA
1200 New Jersey Ave SE
Room W 38-31
Washington DC 20590

As a semi permanent resident of Vero Beach Florida we question the value of your proposed plan for AAF for our area - extra costs, noise, inconvenience, 32 trips daily versus what.

Keep the line between W Palm Bch and Miami where the stops will be - How many folks will be traveling between Orlando and Miami of those 32 trips?

Cost when we are all trying to go green how does more noise and diesel pollution equate with green. The present tracks are not welded ergo more noise and less train speed plus the additional fumes from added trips. The above is not a positive for the area and indeed will mean additional human cost -

over

It appears that this project will add costs with no return to the area - If the idea is to move more freight please shift to less populated areas along the I-95 corridor.

Thanks for listening:

FRITZIE MARTIN
2583 LANGROVE LA SW
VERO BEACH FL 32962

TO: **Mr. Joseph Szabo Administrator Federal Rail Road Administration**
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

FEDERAL RAILROAD ADMINISTRATION
2014 DEC -4 PM 2:45
OFFICE OF ADMINISTRATOR
EXECUTIVE SECRETARIAT

FROM: James Markum
1347 winding oaks circle west
Vero beach, fl 32963

CSX Transportation is one of only five Class One railroads in the United States. CSX currently furnishes passenger rail service between Miami and Orlando via Amtrak. If high-speed rail is such a great opportunity, I wonder why CSX has not jumped at the chance to prove that service.

In fact, no railroad company is planning to provide the high-speed rail service. The current proposal is by a Wall Street hedge fund, Fortress Investment Group. Fortress bought the FEC in 2007 and has set up All Aboard Florida as a subsidiary.

At a recent meeting with the St. Lucie County Commission, the All Aboard Florida representative acknowledged that the money being borrowed by All Aboard Florida would be used to build a second and third set of tracks that would be used by the FEC in its freight operations.

That's only half of the story. The first, second and third set of tracks and the roadbed will be owned by the FEC and will not be subject to the lien of the mortgage given by All Aboard Florida to secure its debt. If All Aboard Florida should fail, then the FEC has the improved roadbed and the second and third set of tracks free and clear of any lien.

This is like a bank lending someone the money to build and furnish a home and taking back a mortgage on only the furniture.

If the FEC is not willing to guarantee the loan to All Aboard Florida and secure it by a mortgage on the real estate and all improvements, then the loan should not be made.

Sincerely,
James Markum

cc: Recipients: Designated Comments Email as Provided In EIS Draft, Governor Rick Scott, Office of Rail Road Policy and Development, Senator Marco Rubio, Senator Bill Nelson, Congressman Patrick Murphy

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

Dear Mr. Winkle:

My wife and I purchased a home, and moved to Stuart, Florida in July, 2012. We chose to buy in this area for the peace and quiet of the well established neighborhoods, and the presence of a beautiful downtown area with wonderful shopping and dining opportunities. After retiring from the Retail Dept. Store business, I had started my own small business as a Manufacturers' Representative, selling several brands of furniture in Latin America and the Caribbean. I happen to be bilingual due to spending my youth in South America. I enjoyed this self-employment for 10 years before retiring again.

I am very familiar with Panama, due to having business clients there. On visits, I toured and was awed by the Canal, and the Locks. The Panamanians are immensely proud to be able to own and manage it and this new huge expansion, the first since it opened in 1913. This new canal will almost doublé the total freight capacity into our ports

I feel I can speak for all people in the áreas affected by All Aboard Florida, when I say that Stuart and many other wonderful coastal towns that lie along the original Henry Flagler railway line down the East Coast of Florida, will be damaged by the addition of ALL these new trains. This issue is NOT about passenger service to Orlando, but rather about huge amounts of additional FREIGHT landing at our ports starting in 2016

That's what this is ALL ABOUT... FREIGHT...FLORIDA!

WIKIPEDIA TELLS US THIS ABOUT THE NEW PANAMA CANAL:

- Estimated cost of the Project: US$ 5.25 billion
- Anticipated traffic growth: From 280 million to 510 million tons by 2025
- Maximum sustainable capacity: 600 million tons per year.

GREAT FOR THE RAIL FREIGHT BUSINESS!
NOT SO GOOD FOR OUR QUALITY OF LIFE!

Thank you for listening,

Ken MacArtney
2174 Sw Whitemarsh Way
Palm City, FL 34990
717-332-0025 cel

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: TO THE HONORABLE JOHN WINKLE
AS PRESIDENT OF THE VISTA GARDENS CONDO ASSOCIATION AND 1200 RESIDENTS I RESPECTFULLY PRESENT YOU WITH THE RESOLUTION ADOPTED BY THE BOARD STRONGLY OBJECTING TO THE ALL ABOARD FLORIDA PROJECT

IT IS VERY EVIDENT THAT THE WILL OF PEOPLE IS SECONDARY AS YOU MOVE FORWARD TO FORCE THIS PROJECT ON US.

THE SO-CALLED PUBLIC HEARINGS WERE A "SHAM" WHEN YOU SEE BUILDINGS BEING TORN DOWN IN WEST PALM BEACH TO MAKE ROOM FOR THE RAILROAD STATION.

I DON'T BELIEVE OUR FOREFATHERS HAD THIS TREATMENT IN MIND WHEN THEY WROTE THE CONSTITUTION

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

RESPECTFULLY
Romae W. Long

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	Thomas W. Long
Address	12/206 Vista Gardens Trail Vero Beach, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available TCLONG@NETZERO.NET

Vista Gardens
ASSOCIATION, INC.

ALL ABOARD FLORIDA RESOLUTION

Be It Resolved That the Vista Gardens Board of Directors, representing an "over 55" community of 644 condominiums in Indian River County, close to US Highway #1 and the current railroad tracks, is overwhelmingly against the All Aboard Florida proposal to add tracks allowing up to 32 passenger trains a day, traveling at high speeds in close proximity to our community. There are presently 3 railroad crossings (Oslo Road, 1st Street and 4th Street) that will be directly affected by the planned tracks and trains, limiting our access to emergency services, shopping and daily travel throughout Indian River County, as well as the safety issues associated with the additional trains.

Residents of Vista Gardens are presently disturbed by the existing train noise day and night, and any additional trains and noise associated with them will only intensify this level of disturbance and severely limit our peaceful use of the many outdoor activities we currently enjoy. We are also concerned that Vista Garden's properties will decline in value because of the diminished access to our community and the increased noise generated by the high speed trains.

We request that you utilize all of your efforts to BRING THIS TRAIN PROJECT TO A HALT.

Tom Long

Tom Long, President
Vista Gardens Association

20-A VISTA GARDENS TRAIL • VERO BEACH, FLORIDA 32962
PHONE: 772-562-0401 • FAX 772-562-4405 • E-MAIL ADDRESS: vistagardens@comcast.net

Vista Gardens
ASSOCIATION, INC.

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PHONE: 772-562-0401 • FAX 772-562-4405 • E-MAIL ADDRESS: vistagardens@comcast.net

11/17/2014

John Winkle, Esq.
Federal Rail Administration
1200 New Jersey Ave., SE
Room W38-311
Washington, DC 20590

Subject: Comments on All Aboard Florida Proposal

Dear Mr. Winkle:

If "All Aboard Florida" were led by real railroaders who were presenting a viable proposal for passenger rail service between Miami and Orlando through central Florida, and recognizing that government subsidies would be necessary for sustainability, I would support it. But, these are former Disney executives who don't appear to have much experience with real world rail (track, ballast, equipment, schedules) issues and they are working for a New York hedge fund that has financial problems of its own. It may be the makings of a farce, but whether comic or tragic, I cannot yet say.

These comments are based on my railroad connections. My father was editor of "Trainmen News" which was the newspaper of the Brotherhood of Railroad Trainmen (BRT), the precursor rail union to RFA Administrator Szabo's United Transportation Union (UTU). You may want to pass these comments to him and I hope you find them useful.

What I do say is that the "All Aboard Florida proposal is not serious or well-thought out. Its passenger expectations are not based on realistic studies and provide no basis for justifying its ridership predictions. For example, tourists in Miami or residents either own or will rent cars for the family expedition to Orlando and its attractions. It makes more sense and no studies have shown great interest in a rail alternative. The same holds true for arrivals to Orlando from the north. And unlike the populous Northeast Corridor, there is not the business volume between the two cities to justify train service.

If a RRIF loan or loan guarantee is approved for this, it is headed for an inevitable default. I urge you to undertake a full due diligence investigation and to especially question the assumptions found in the draft EIS, which appears to be written as a promotional tract for AAF.

Other areas in the draft EIS which also seem questionable include health, safety, traffic operations, economic, fiscal, and environmental impacts. Others will have written more extensively and authoritatively on these aspects. I would especially commend to you Rebecca Grant Ascoli's letter of October 21, 2014, and you will have heard from many others.

I would add to that letter an emphasis on the intangible "quality of life" effects that AAF would bring to the pleasant towns between Palm Beach and Cocoa. All of the rail crossings along the Treasure Coast go through the middle of these areas, but are only lumbering freight trains, which still have an attraction, even if their length and numbers were to grow.

Whether Henry Flagler built the present FEC tracks or not is irrelevant to today's situation. The damage to be expected from AAF's plans is reflected in the 30,000 plus signatures to a petition asking AAF to use a central Florida route.

Moreover, once you get past AAF's hype and compare the many at-grade crossings to Europe and the Northeast Corridor, what is found is that there are few, if any. If this were a feasible project, AAF would be constructing new tracks, with no at-grade crossings, up the center of the state, as was previously envisioned in an earlier proposal, for both increased freight and passenger traffic.

Others have noted their suspicions that the AAF projects is simply a ploy to seek low cost government financing to improve tracks between Miami and Cocoa for expected freight traffic increases and have even suggested there could be a planned default. Whether or not this is accurate, the failure to address sustainability calls into question the whole financial feasibility of this project.

For these reasons, I hope FRA will reject both the RRIF and the proposed Private Activity Bonds.

The FRA's mission statement reads "To enable the safe, reliable and efficient movement of people and goods for a strong American, now and in the future." Ask yourself if AAF's proposal and the inadequate draft EIS reflect these goals.

Wish best regards,

Stuart H. Lippe

1740 Cassville Ave.
Vero Beach, FL

772-257-5542

11/17/2014

2014 NOV 25 PM 1:29
OFFICE OF THE SECRETARY
EXECUTIVE SECRETARIAT

Joseph C. Szabo, Esq.
Administrator
Federal Rail Administration
1200 New Jersey Ave., SE
Washington, DC 20590

Subject: Comments on All Aboard Florida Proposal

Dear Mr. Szabo:

I have written Mr. Joseph Winkle at FRA on this subject, but think it also appropriate to address you directly because of the coincidence of having a shared connection to the Brotherhood of Railroad Trainmen. My father was editor of "Trainmen News" which was the newspaper of the Brotherhood of Railroad Trainmen (BRT), the precursor rail union to the United Transportation Union (UTU), as you know.

If "All Aboard Florida" were led by real railroaders who were presenting a viable proposal for passenger rail service between Miami and Orlando through central Florida, and recognizing that government subsidies would be necessary for sustainability, I would support it. But, these are former Disney executives who don't appear to have much experience with real world rail (track, ballast, equipment, schedules) issues and they are working for a New York hedge fund that has financial problems of its own. It may be the makings of a farce, but whether comic or tragic, I cannot yet say.

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The FRA's mission statement reads "To enable the safe, reliable and efficient movement of people and goods for a strong American, now and in the future." Ask yourself if AAF's proposal and the inadequate draft EIS reflect these goals.

Wish best regards,

Stuart H. Lippe

1740 Cassville Ave.
Vero Beach, FL

772-257-5542

STEWART MANÉE LEDBETTER
2085 LAS RAMBLAS
VERO BEACH, FLORIDA 32963

November 24, 2014

Mr. John Humble
Federal Railway Administration
1200 New Jersey Avenue
Room W 38-311
Washington DC 20590

Re: All Aboard Florida
DEIS 9-14-2014

Dear Sir:

Please extend the deadline for comments re. the above for sixty days. There are many crucial aspects of this situation that have clearly NOT been properly warned, exposed and/or publicized fairly to Indian River County residents. To discriminate against us is infuriating, especially in view of the profound effect this rail "service" would have on our Treasure Coast. It is also totally contrary to the purpose and spirit of the laws and regulations which claim to protect the public interests.

Please do the right thing. Extend the deadline.

Sheila Ledbetter

October 28. 2014

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

Dear Mr. Winkle,

I wish to state my total opposition to the entire concept of the so-called All Aboard Florida proposal. Whoever conceived of this plan must be totally oblivious to the beauty and serenity of the Treasure Coast area and its unusual, unspoiled charm. And THAT is the reason thousands and thousands of us chose to invest in and live in this part of Florida many years ago.

I do not know a single person who is other than appalled by the prospect of these high-speed trains racing through our midst each day. Their effect on our towns would be a death knell for these areas.

Please do not allow this proposal to destroy our community. Cancel it or re-route it much farther west. Thank you for your consideration.

Sincerely,

Sheila Ledbetter

Sheila T. Ledbetter
2085 Las Ramblas
Vero Beach, FL 32963

Timothy and Catherine Leary
4160 Chablis Street S.W.
Vero Beach, Florida
32968-3152

12/3/2014

To: John Kinkle
Federal Railroad Administration
1200 New Jersey Ave. S.E.
Rm. W38-311,
Washington, D.C 20590

Please be aware, we are very concerned about the negative impacts on the marine industry, public and private property values, and other quality of life issues that are in peril due to the All Aboard Florida preferred route, which will negatively impact the historic downtowns of Stuart, Fort Pierce and Vero Beach Fl.

Another in depth look at alternate pathways is in order, where the impact would be much less, in all areas.

Sincerely,
Catherine M. Leary

W. STEPHEN LEARY

396 INDIES DRIVE

VERO BEACH, FLORIDA

32963

Nov. 5, 2014

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

Schuster
2501 Ocean Dr
Vero Beach Fl 32963
772-234-4301

November 11, 2014

Mr John Winkle
Federal Railroad Admn.
1200 New Jersey Ave, S.E. Rm W38-31
Washington, D.C. 20590

Dear Mr. Winkle,

We, as citizens of Vero Beach, Fl, are very opposed to All Aboard Florida and it high-speed trains whizzing through our beautiful little city bringing noise, dirt and danger. They will cut our town in half and divide our community, not to mention the safety of everyone, trying to get across the tracks. — also the delays waiting for the tracks to clear. It's unimaginable what it will cause. Put new tracks out west of town near I-95, where they belong.

Hope you will seriously consider the opinions of most people from the towns involved. No high speed trains !!

Sincerely,
Patricia and George Schuster

DON L. SCHULTZ, M.D.
621 Lake Drive
Vero Beach, FL 32963

Telephone: (772) 231-5678

1 Dec 2014

Joseph Winkle
Fed. Railroad Admin.
1200 New Jersey Ave. SE.
Room W38-311
Washington D.C. 20590

Re: All Aboard Fla.

Dear Sir:

this letter is to register my strongest disapproval of the AAF project.

the plan might be of great economic benefit for the railroad or associated industry. but at the cost of destroying the lifestyle and economy of current citizens.

I urge your cooperation in defeating this proposal.

Respectfully

Don Schultz

10.29.14

Dear John,

I do not think that a high speed train will in any way be helpful to our small town of Vero Beach, Florida. Many reasons why: Saftey, impact on waterways, noise and really not used at all for Vero Beach as train won't stop here. Please vote "no"! Sincerely yours,

Barbara J. Schubert

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

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Federal Railroad Administration

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Comments:

TO MUCH NOISE

TO MANY AUTO TRAFFIC DELAYS

DECREASE IN PROPERTY VALUES

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

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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	DOUGLAS SCHAMBACK
Address	VERO BEACH FL.
email	Please provide your email address if you would like to receive notification when the FEIS is available

231 INDIAN HARBOR ROAD
VERO BEACH, FLORIDA 32963

Dec. 1, 2014

Dear Mr. Winkle,

This letter is in strong opposition to "All Aboard Florida". The whole idea is a thoughtless, ill-conceived plan which will destroy the livability of many towns and cities along the route from Orlando to Miami with no benefits to these towns and cities.

Many of these places where settled where they are because the quality of life would be pleasant and affordable.

These new residents have brought many benefits to these towns and cities.

The future of railroads is in freight not passenger service.

"All Aboard Florida" is a selfish idea which would destroy much for very little, if any, benefit.

Please reconsider what you are destroying.

I know that those of us in opposition to "All Aboard Florida" are up against a selfish, thoughtless group in hopes of financial gain. I doubt very much it will even work.

I come from a railroad family and know how much the railroads have done in developing this country, but this plan has nothing to offer.

Very Truly Yours,

Caroline H. Royster

Mrs. Thomas Royster

TR/lk

VERO BEACH

Federal Railroad Administration
Attn: John Winkle, Room 38-31
2100 New Jersey Avenue SE
Washington, DC 20509

Dear Sir:

I am writing to ask that the Administration withhold funding for the West Palm Beach-Orlando leg of the proposed high-speed train service intended to connect Miami and Orlando for the following reasons:

1—The trains will be travelling thru our small town at speeds in excess of 100 MPH on tracks which divide our community into distinct East-West sections with the bulk of the businesses West and the Hospital and Medical Facilities East.

2—People with life-threatening conditions may not be able to reach the hospital. First responders will be gravely hampered in carrying out their urgent duties.

3—We have a large population living and working very close to the tracks.

4--- Our Historically Landmarked Heritage and Community Centers are next to the tracks and won't fare well from all the vibration.

5—An increase is expected in both the number and size of freight trains using these tracks causing even more noise and disruption to our community.

There exists a parallel set of tracks West of I – 95. I feel that money would be better spent shifting train traffic to that set of more westerly tracks.

Thank you for your attention,

Sincerely,

Margaret A Rocke

Margaret A Rocke

11-18-14

DEAR MR. WINKIE,

I FELT COMPELLED TO WRITE YOU TO EXPRESS MY RESENTMENT OF ALL ABORD FLORIDA'S EFFORT TO FORCE THEIR PROGRAM ON THE CITIZENS OF VERO BEACH.

IT'S APPARENT THAT AAF OFFERS 32 HIGH SPEED TRIPS THRU DOWN TOWN V.B. THESE WILL CAUSE MANY DELAYS TO OUR DRIVERS, OUR EMERGENCY AND LAW ENFORCEMENT VEHICLES. ALL FOR THEIR BENEFIT.

WE CANOT RECOMMEND THAT YOU APPROVE AAF'S REQUEST FOR FUNDS TO SUPPORT THEIR PROJECT.

THANK YOU VERY MUCH.

BILL ROBINSON
400 18TH ST APT I-8
VERO BEACH, FL 32960

VERO

Dear Sir,

I am writting in regard to the high-speed train from Orlando to Miami. It would be a great thing for our state if it did not go thru our smaller towns. Here in Vero Beach it would cut our town intwo and disrupt our town, and way of life. I grew up in Dallas, and have always lived in Cities until I moved here in 1987. It is a peaceful, quiet town. Please dont ruin it for us. Thank you

Mary Riley

Rebecca S. Richardson
1325 Olde Doubloon Dr
Vero Beach Fl.32963

Federal Railroad Administration
ATTN: John Winkle
Room W 38-31
2100 New Jersey Ave. SE
Washington, DC

October 6, 2014

As a 20 year resident of Vero Beach who loves her community, I implore you to VOTE NO to the proposal for All ABOARD FLORIDA. As I drove to and from church yesterday, I commented to a friend just how many railroad crossings will be negatively affected by sending the train right through the center of Vero Beach. All major Vero Beach Streets go directly through the center of the city, requiring closings at all of them, interrupting access to businesses, health facilities(hospital and clinics), school routes and restaurants. These streets go east and west, the train tracks go north and south. Divert the tracks west where there is open space. Vero Beach has worked hard to build this community and maintain its beautiful, low key, friendly, accessible way of life. PLEASE don't spoil it. There are other options.

Sincerely,

Rebecca Richardson

HIGH SPEED TRAIN FOR FLORIDA

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

Dear Sir,
This will be short as it must be mailed today.

The pending plans for a high speed passenger train going through the heart of our quiet town of Vero Beach, need much more research. There are other routes that could be much better. It is imperative that there be a design system that would not damage the peace, safety and pocket of the Treasure Coast.

Have you ever been to Vero Beach? Come take a look. We would be glad to arrange a tour.

Sincerely,
Bill + Gert

William and Gertrude Reoch
5010 Harmony Circle, #101
Vero Beach, FL 32967
2072290464

WILLIAM J. REGAN, JR.
895 BEACH ROAD
VERO BEACH, FLORIDA 32963

November 26, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Avenue - Rm W38-311
Washington, D.C. 20590

Re: All Aboard Florida DEIS 9/14/14

Dear Mr. Winkle:

Please extend the deadline for comments to this report from December 3, 2014 to February 3, 2015.

Thank you.

Very truly yours,
William J Regan Jr.

All Aboard Florida Intercity Passenger Rail Project

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Federal Railroad Administration

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Comments:

If the project is actually for new tracks for high speed passenger rail, it completely defies common and economic sense.

High speed passenger rail will surely be an economic failure. All past experience says so.

High speed trains will be a disaster for the Treasure Coast area. Major noise and air pollution (traffic tie ups) will result.

This project must be intended to help with freight rail because no one is stupid enough to fund high speed rail for this route, not even the government — I hope.

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

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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	DAVID REDMOND
Address	Vero Beach FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available

[redacted]

[redacted]

NOVEMBER 26, 2014

Mr. John Winkle

Federal Railroad Administration

1200 New Jersey Avenue, SE, Room W38-311

Washington, DC 20590.

RE: All Aboard Florida Draft Environmental Impact Statement

The DEIS is written in a way that makes one wonder if the writers ever visited or researched our Treasure Coast area. It uses information and conclusions primarily based on the earlier Phase 1 EIS for the Miami to West Palm Beach zone. It is not by any measure an accurate DEIS for Phase 2. Therefore it is an invalid document for use in determining the environmental impact of the Phase 2 high speed zone of AAF and needs to be completely re-done and issued for public comment.

There were no "scoping" meetings held and no publicly advertised "scoping" meetings in Indian River County while there were dozens of such public notices in Ft. Lauderdale, Orlando and Miami. This oversight completely undermines this part of the Section 106 (National Historic Preservation Act), Section 4(f) Federal Transportation Act, and the EIS process. The DEIS specifically states there is no objection from Indian River County to the AAF project. That is profoundly untrue and easily verified by various resolutions and DEIS responses from Indian River County and all Treasure Coast authorities and the private sector. In particular, this outright lie does not indicate the passionate opposition Indian River County Government, Sebastian City Government, Vero Beach Government, and others have for this project which is not simply about "passenger" rail service but also to deliver increased freight services and the impacts of that freight service on the community.

The subject of safety of the general public is inadequately addressed in the DEIS. Only very limited and casual unsubstantiated claims of ENHANCING PUBLIC SAFETY or no impact to safety are presented. The DEIS as written is an expression of hope and assurance to "trust us", lacking any technical detail or even accurate up to date information on the risks, concerns and problems north of West Palm Beach. It contains many errors, omissions and inconsistencies and does not represent a true and accurate assessment of the impact to public safety on the Treasure Coast and Space Coast of Florida.

Florida East Coast and All Aboard Florida are not in the position to determine if property values or property taxes would decrease. Property values are driven by the marketplace which will determine what the private sector will be willing to pay for properties near the tracks and that will have an impact on those privately owned properties. In my gated upscale development there are currently 5 homes put on the market in the past 4 months, and the owners all stated that "the

[redacted]

[redacted]

train" was the biggest factor in their desire to sell now. There is no way that expansion of HSR and freight in the FEC corridor through our area will do anything other than lower property values and quality of life.

The DEIS justifies the benefits of AAF by reducing traffic congestion and reduced emissions, improved public transit, reduced highway accidents and other speculative ideas. Statements made in 5.4.1.2 only addresses issues from West Palm Beach through Miami. Statements made in 5.4.1.2 do not reflect the northern Phase 2 part of the project. While this may be true between Palm Beach and Miami, it is not at all factual for Brevard, Indian River, St. Lucie and Martin Counties. There are no stops in any of these four northern route counties. These four counties receive no benefit but will encounter tremendous loss of mobility, peace and quiet and quality of life with an additional 32-passenger trains and estimated doubling of freight.

There was no effort made to collect information and concerns from local city and county authorities on our unique concerns and character. The Treasure Coast is NOT South Florida and the writers do not understand that point. Such information as the unique crossing and highway intersections, the unique development near the tracks, the archeological sites in Indian River County (Vero Man, Merceyhurst, Gifford Bones and others), our Indian River Lagoon national scenic byway and other historical sites is omitted. The very special areas of development such as Gifford or St Lucie Village, and ALL other local environmental impacts are completely missing. I suggest you start over and focus on how going from 14 to 52 trains and more per day instantly, with double and triple current speeds, will impact the people and environment between Jupiter and Cocoa. This DEIS seems to be the product of some college student's creative writing steeped heavily in AAF propaganda and speculation. It is not an honest assessment of the high speed zone of the AAF plan.

Evaluation of traffic delays at crossings using only 8 crossings out of 143 in the high speed zone is ridiculous, as is the LOS methodology. AAF never consulted local authorities about traffic volume or concerns and the information provided is false. In fact, the AAF plan when combined with more freight traffic will increase delay times at all 349 crossings by 40 minutes in the peak hours and 60 minutes per day. Your analysis is designed to somehow homogenize that fact into some conclusion of insignificant delay at 8 crossings. That is simply not reality.

The DEIS never even touches the real safety concern, that of 349 at-grade crossings of which 143 are in the 110 MPH zone. There are ZERO comparable HSR operations in the US that operate a nearly 120-mile urban 110 MPH high-speed rail corridor with 143 at-grade crossings mixed with 20 or more freight trains at the same time on the same tracks. None have anywhere near 1.8 crossings per mile, and none operate with large numbers of concurrent freight. The only example of any HSR and mixed freight in the US is a 15 mile section in Illinois with 6 HSR per day and a total of 13 trains per day on that route.

Freight track sharing occurs in many corridors, however not for 110 MPH speeds. In the Northeast and Keystone Corridors freight is limited to a very few per day, most on separate tracks or running at night over short sections. There is currently no similar experience comparable to the AAF plan in 2016 for 20 to 26 freight (Table 3.3-1) combined with 32 110 MPH, with 10 or more of the freight sharing the same tracks at the same time. One recent study for mixing freight and high-speed passenger rail in the Pacific Northwest resulted in rejection of 110 MPH speeds. Specifically, based upon objections from Union Pacific Railroad regarding safety and service limitations, both Washington and Oregon will limit any passenger trains to 79 MPH. Furthermore, in the Empire Corridor CSX Railroad is vigorously opposing HSR expansion for safety and congestion reasons, even though in that corridor there are 4 tracks and freight is totally separated from passenger rail operations. Apparently they think even being next to a separate 110 MPH

track is a safety issue. Many railroads including Union Pacific, CSX, Norfolk Southern, BSNF and in the past ConRail all have fought to severely limit HSR on their tracks. Some have set standards that define speed and separation requirements or effectively block HSR all together. Obviously FEC cannot interfere with AAF because they are both owned by Fortress, so in the AAF corridor the public has no unbiased entity speaking for the safety of mixing FEC freight with HSR.

The DEIS ignores the results of the FRA On-Site Engineering Field Reports, dated March 20 and September 23, 2014. Those reports say clearly that FRA themselves see major safety concerns with the AAF plan. AAF has resisted and for the most part refused to accept those minimum basic FRA mitigation features.

In the past 15 years in the AAF corridor there have been 235 crossing incidents, with 50 fatalities and 70 serious injuries. In addition there have been 171 trespasser fatalities and 85 injuries. FRA has cited Florida for excessive rail crossing and trespasser accident rates. Florida is always near the top of the 10 worst states for crossing and trespasser accidents

The DEIS has not presented either current similar operational experience, adequate detailed safety analyses, design mitigation features or any other substantiation to validate that the general population between Miami and West Palm Beach with 79 MPH trains, or the general population between West Palm Beach and Cocoa with 110 MPH trains, will not experience a significant increase in crossing and trespassing accidents, injuries and fatalities due to implementation of AAF. Those corridors are simply not suitable for such high speed operations.

Regarding freight expansion, the DEIS states that by 2019 freight will increase to an average of 22 per day (Table 5.1.2-4), and says the growth is 3% per year. I believe that is a VERY low and unrealistic projection. According to a recent FEC freight operations presentation by Robert Hatfield, the Port of Miami cargo will double in the next 10 years. How much beyond that? Then add Port Everglades growth to that projection. There is documented potential for around 10% per year freight growth for a very long time into the future. Several FEC and Florida trade presentations indicate that FEC intends to capture much of that additional freight. The EIS should use the worst case intentions of FEC for freight traffic growth over a period of 25 years, not understated 2016 or 2019 estimates. Regarding passenger rail expansion, in the FRA On-Site Engineering Field Report, Part 1, dated March 20, 2014, Mr. Frey states that the rail traffic in South Florida will increase by 74 additional trains due to the future inclusion of Tri-Rail Commuter service on the AAF track. So, in a route Miami to Jupiter it is predicted using FRA and AAF information that there will be 32 AAF express trains, plus 22 (and more and more) FEC freight trains and 74 Tri-Rail on the same tracks with well over 200 at-grade crossings. A reasonable question seems to be how many trains can they ultimately pack onto this coastal rail corridor? Perhaps 128 from these published sources. But wait, AAF has publicly discussed adding 32 more of their own commuter rail trains in addition to the Orlando Express. This is a quote from a 2014 published source: "A presentation made at a recent meeting of the South Florida Regional Transportation Authority reveals that All Aboard Florida wants the right to build six stations in South Florida, along with 64 trains per day running every 30 minutes (with the possibility of trains running even more frequently)." This is not speculation; this is a plan revealed in public. When does the expansion of FEC rail reach a point of irrationality? How about safety? How about public disruption? The DEIS speaks of none of these likely future growth plans. AAF knows what expansion plans are possible; they are being concealed so as to drip feed the public on planned major expansion of our coastal rail. I believe the EIS should address all POSSIBLE planned rail growth scenarios on this corridor and the safety effects that look forward at least 25 years. If the plans are not firm, then discuss the several alternatives. Please address in the EIS the public safety implications of over 100 trains per day between Miami and Jupiter, and freight growth using the FEC information that doubles freight in 10 years.

I believe that the following new risks combine in their totality to create an unprecedented risk of grave harm to the general population.

1) Increase of 370% and more in numbers of trains in 2016

2) Planned freight growth around 10% per year well into the future

3) Doubling and tripling of train speeds at crossings

4) Extremely large numbers of high speed passenger trains greater than any other passenger rail service in the US

5) Doubling freight train speeds

6) Two and one-half mile long freight trains more that doubling current lengths

7) The combination of freight and HSR on the same tracks at the same time

8) High continuous population density consisting of greater than normal numbers of seniors and tourists

9) The extremely large number of at-grade crossings (349) in the entire corridor between Miami and Cocoa

10) The close proximity of tracks to highways, intersections, businesses, residences, schools, recreational facilities and other dense urban development

No current HSR in the US is comparable in terms of cumulative risk factors. No HSR operation between 80 and 110 MPH exists in the US, with the exception of 15 miles in Illinois, where concurrent freight operates. I believe that the AAF plan is completely unprecedented in introducing new, severe and compounded threats that create in their totality significant potential to cause grave harm to the general public along the entire AAF route. The only comparable HSR is Acela, which has no grade crossings and no freight mixed with Acela trains.

I have attached a summary of all HSR operations in the US today, which proves that the AAF plan is far beyond any current experience and represents a unique increased threat to public safety.

I believe that the vast majority of reasonable people on the Treasure Coast recognize the AAF plan as a major threat to their safety, quality of life and their environment, and this DEIS has presented nothing to alter that opinion. If AAF and the Federal Government are certain that a good business case exists, then build a real bullet train west using the turnpike or CSX route.

Please go and talk with the county officials, city officials, community organizations and others. Please collect real applicable data from the region affected, not from Miami to West Palm Beach but north where there is no benefit and all pain and risk.

In order to complete the EIS, AAF should conduct extensive scientific safety, hazard and risk analysis commensurate with the inherent risk produced by our unique 110 MPH zone environment, and should produce and release that information to the public. AAF MUST respond in the final EIS to every recommendation made in the FRA On-Site Engineering Field Reports Part 1 and 2 with details on how they will comply. AAF simply must comply 100% to each recommendation and release engineering details as evidence of compliance. Those of us who live

on the Treasure Coast are being "railroaded" into an unsafe and unreasonable expansion of a single track small rail line into a planned I-95 of rail traffic that passes dead center through our most developed and attractive cities and towns.

Then after you do what you will for the Miami to West Palm Beach zone, please do a REAL HONEST AND UP TO DATE PHASE 2 DEIS which deals with what this DEIS was advertised and intended to do. That is, do a real DEIS for the high speed segment from West Palm Beach to Cocoa, and then put that out for public comment. At least we will know what AAF is doing to our environment and can properly respond. The current DEIS is simply not complete, not relevant , not up to date and not acceptable for it's intended purpose of determining environmental impact to the high speed zone.

Sincerely,

Carol Ream

Carol Ream

6570 Caicos Ct

Vero Beach, FL 32967

Summary of Current 110 MPH Rail Operations in the US

Corridor	Operator	Number	Freight	Crossings	Length	Development	Track
Northeast	Amtrak	16 to 32	None (3)(6)	None	Segments(2)	Urban	2 to 6
Keystone	Amtrak	26	None (3)(6)	None	20 Miles	Rural	2
Empire	Amtrak	25	None (7)	10 (8)	67 Miles (5)	Rural	2
Wolverine	Amtrak	6	None (6)	49	80 Miles	Rural	1
Blue Water	Amtrak	2	None (6)	49	80 Miles	Rural	1
Lincoln	Amtrak	6	5 (4)	10	15 Miles (1)	Very Rural	1
And Then There Is AAF:							
FEC	AAF	32	20+	143	120 Miles	Urban	2

NOTES:

1) Expansion planned in 2015 to 2017 timeframe may increase to 180 miles with 137 public grade crossings

2) Significant segments between Washington and Newark, and east of New Haven to Boston (28 miles up to 150 MPH)

3) Almost no freight runs concurrent with Amtrak operations, a very few freight run at night over very short distances

4) 5 Union Pacific freight plus 2 Amtrak Texas Eagle passenger, total 13 trains per day. Information on freight trains taken from IDOT Environmental Assessment dated April 2011

5) Future planning for expansion of HSR on separate track in CSX ROW west of Albany being contested by CSX

6) Amtrak owned ROW. Note that Amtrak owns 363 miles of the 457 mile Northeast Corridor

7) Amtrak leases Empire route from Poughkeepsie to Schenectady from CSX (NO FREIGHT)

8) All crossings are local dead-end access roads to river, none on major public roads

Other US High Speed Passenger Rail Corridors

There are 11 US defined High Speed Rail Corridors. Four were discussed above. The other 7 are in remote stages of planning and dreams.

1) Pacific Northwest: No HSR, planning limited to 79 MPH due to Union Pacific objections to 110 MPH operations

2) California: Planning, studies, delayed indefinitely by financing, public protest, and political issues

3) Los Angeles to San Diego: Speed limited to 90 MPH in short segments, average speed 47 MPH

4) South Central: Proposed, no action other than studies Ft Worth to Austin by 2021

5) Gulf Coast: A distant dream

6) Southeast: Planning, studies, the section Washington to Charlotte working EIS since 2010

7) Northern New England: Just a "Vision".

J. Ream Nov.10, 2014

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

Dec. 2, 2014

Dear Mr. Winkle,

I am sending you a copy of the comments we have sent to All Aboard Florida with just a few of our concerns about the proposed project of sending 32 110mph trains through Vero Beach, Florida.

"Are you KIDDING ME?!? 32 HIGH SPEED trains racing from Orlando to Miami at 110 MILES PER HOUR every day?!? And what's with this "ALL ABOARD" nonsense with NO STOPS in ANY of the numerous cities and towns which it will ROAR through, causing traffic jams (including blocking access to the hospital in Vero Beach), noise and rr crossing dangers.
#2 - And then there's the "hidden" agenda of adding heavy-duty freight traffic - OMG!
#3 - And finally, why should the American taxpayers foot an outrageous ($1.6 BILLION DOLLAR) loan for this project?
Why not be realistic and move the project onto the tracks in the less populated middle of the state?
We could go on and on, but think you get the drift.....WE DO NOT SUPPORT THIS FIASCO!"

THANK YOU FOR YOUR WILLINGNESS TO HEAR OUR CONCERNS.

Sincerely,

Dan + Susan Rankin
1870 Bay Rd #213
Vero Beach, FL 32963
(sudan ran@gmail.com)

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.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

People with life threatening situations (Heart Attacks, Strokes, Accidents ,etc) will not be able to get to the hospital, which is located on the East side of the tracks. First responders,
Police, fire fighters even the Coast Guard are all against this plan. Lives will be lost.

More and longer FREIGHT TRAINS are scheduled...two sets of tracks with trains running all the time. Traffic will be backed up for long periods of time.

Our Real Estate values will plummet for all businesses and for the Home Owners living near and west of the tracks. The Railroad goes right through our downtown. The noise and disruption will totally ruin our community.

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 our tax base.

The AAF wants the Indian River Taxpayers to pay to create Quiet Zones and then maintain them. There are worries because the history of Bullet Trains shows they have not been profitable. Then who pays?

Anthony P Quinn

Mr Anthony Quinn
1932 Westhampton Ct
Vero Beach FL 32966-5125

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Frances Quinn

7 Oct 2014

1973 Olde Bridge Dr.
Vero Beach FL 32966

Dear Sir,
Please take our concerns seriously! Once allowed and the damage to our lives occurs — it will be too late.

----------Cut Here----------

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

FROM: Edna Pym
4320 Summer Breeze Terrace
Vero Beach, Florida 32967

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. 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.

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.

1. THERE IS A COST TO TAXPAYERS FOR THE RIFF LOAN APPLICATION THAT IS STILL PENDING. *This approach is deeply inappropriate, as it would force taxpayers to pay huge subsidies to support AAF's $1.6 billion request. This RIFF loan, if granted, would be a direct payment of taxpayer's dollars by the Office of Management and Budget (OMB) to AAF. If this loan goes into default, United States taxpayers assume all liability.*

2. PRIVATE ACTIVE BONDS (PAB) ARE A FORM OF TAXPAYER SUBSIDY. *All Aboard Florida has filed an additional application with the Florida Development Finance Corporation (FDFC) for an allocation to sell tax-exempt bonds to finance their rail project. AAF IS PUSHING BREVARD FOR AN IMMEDIATE VOTE. So what is the hurry? AAF is afraid of the impending election next month and with it the possibility that election results may reduce state and local support. In this bond application to the FDFC, All Aboard is asking that its interest payments be exempt from Federal taxes. Income from these bonds would be tax free to the bondholder. Normally, these types of bonds are issued from a clear, transparent and definable public benefit such as hospitals, schools, municipal buildings, roads and similar projects. Recently, select companies are enjoying tax breaks normally reserved for public works. These unusual projects come at the expense of taxpayers. Budget analysts quoted by The New York Times state that these PAB bonds amount to a concession in the form of a government subsidy by reducing tax revenues. When these programs are taken as a whole nationwide, lost revenues to our government run into the billions. For example, if All Aboard Florida were to issue taxable bonds instead, then the Federal government would receive tax revenues on these bonds. The PAB approach is a concession to project promoters, a disservice to Florida citizens, and represents a cost to all taxpayers.*

3. THERE IS NO TRANSPARENCY. *Taxpayers (Florida and U.S.) have not been presented with complete information detailing how much PAB funding would cost in terms of lost tax revenue, which is the natural byproduct of any tax-exempt bond. Nor it is clear how taxpayers would be impacted if AAF defaults on the PAB and fails to repay – and given that passenger trains, historically, don't make money that is a very real possibility. IN ADDITION, it is common for these select companies to ask for a waiver of sales taxes on any activities or products they buy. In some instances, they have also asked to be exempt from real estate taxes. It is not known if All Aboard Florida has asked the FDFC for either of these two additional concessions or additional subsidies in it's loan application.*

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

Sincerely,
Edna Pym

Edna T. Pym

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

FROM: Edna Pym
4320 Summer Breeze Terrace
Vero Beach, Florida 32967

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

Sincerely,
Edna Pym

Edna T. Pym

JOHN EDWARD PRESCHLACK
101 OYSTER CUT
VERO BEACH, FLORIDA 32963

NOV 25, 2014

Mr John Winkle
Federal Railroad Assocn
1200 New Jersey Ave, room W38-311
Washington DC 20590

Subj.: All Aboard Florida DEIS, 9/14/2014

Dear Mr Winkle

This letter is to urge you and the FRA to extend the deadline for comments on the DEIS for 60 days until Feb 3, 2015.

1) The Draft EIS is lacking in so many respects in dealing with this complex and problematic project – e.g. co-existence with freight traffic, wetland & habitat impacts, safety, emergency traffic, etc. etc.

2) The specific timing in the summer and fall resulted in the absence of many residents thousands of whom were not able to comment until November when they returned from summer homes.

3) Last but not least, the requirements of the National Environmental Policy Act were not followed in that residents of Indian River County like me were unable to attend scoping meetings in May 2013 because of lack of notice. Thus, we were at least 7 months behind other affected counties in SE Florida. Per standing laws & regulations, this represents an unreasonable burden on IRC residents.

For these reasons you should extend the deadline for comments by 60 days to Feb 3, 2015.

Thank you.

JE Preschlack

JOHN EDWARD PRESCHLACK
101 OYSTER CUT
VERO BEACH, FLORIDA 32963

October 27, 2014

Mr. John Winkle
Federal Railroad Administration
1200 New Jersey Ave S.E., Room W 38-311
Washington DC 20590

Dear Mr Winkle:

On behalf of more than 100 members of the Johns Island Club in Vero Beach, FL and several thousand fellow petitioners of "Florida Not All Aboard", I want to register strong objections to so-called 'All Aboard Florida. For one, the project is not viable and will eventually cost taxpayers more than $2 billion. If this is not so, why did your Department (DOT) pull back its financing of Express West, a similar HS Passenger Rail Project, just last year? AAF is all about Capitol Cronyism with DOT funds being used to benefit a public Hedge Fund (Fortress Group) who have major real estate and freight handling/shipping interests in Miami. Beyond that very basic point, the process for 'hearing' the Draft Environmental Impact Statement currently under way is deeply flawed. Important considerations of safety, emergency access, costs to upgrade hundreds of grade-level crossings, noise + vibrations, impact on local businesses + property values should not be in the hands of a consulting firm retained and paid for by the petitioner, AAF. Isn't that DOT's basic job?

The silence in Washington concerning AAF is deafening and, indeed, scandalous.

Please see that this letter is made part of the public record on this public hearing process.

J E Preschlack, 772/234-8209
email: jepcor@tds.net

December 2, 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 Mr. Winkle:

I am writing to protest the All Aboard Florida plans to beef up and expand the existing railroad tracks from Cocoa to West Palm Beach with the goal of increasing train traffic along the existing Florida East Coast corridor. The proposed increases are not small increases; adding 32 passenger trains while also increasing the number of freight trains is totally unacceptable through an already congested route that passes through so many busy historic downtowns. Since this route is the most economically feasible and will most likely be the most profitable for the privately owned and managed All Aboard Florida it appears to be the only route being seriously considered for the increased traffic. This is not fair to the taxpayers who will be asked to finance the loans to build this boondoggle. This is not fair to the people who live in and are proud of these historic towns. This is not fair to those who live on the opposite side of the tracks from their local hospital. I can go on and on. Why not use the existing CXS railroad tracks that run down the unincorporated center of the state where the only thing the trains will endanger is wildlife, not humans?

This proposed project has not been fully or properly vetted. As with so many government-approved projects, the approval and money goes to the business with the most government connections, NOT the business that is doing its due diligence to benefit the area and the people it is supposed to serve.

Shame on you for even considering All Aboard Florida's expansion down the Florida East Coast corridor!

Sincerely,

Chris Pope

Chris Pope
2305 46th Ave.
Vero Beach, FL 32966

Vero Beach, Fl. -

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
SANDRA Johnson	Sandra Johnson	1305 River Ridge Rd. VB., Fl 32963		10.31-14
Rick Wheelwright		102 S.E Ashley Oaks Wy. Stuart		
ROGER O. W HEELWRIGHT		Roger W Heelwright		
C Dwight Barel		1590 46 Ave Fl		10/31/14
Chas Johnson		1305 River Ridge Rd		10-31-14
Laura Davis		246 18th Ave VB		11-01-14
Mike Gaylor		2066 Avalon Ave		11/1/14
Bessie Weaver		1345 19th Ave SW		11/1/14
Nancy J Rea		1980 1st Pl		11/1/14
Roy Howard	~~1952~~	1592 53rd. Ave 32966 VB		11/30/14
KONRAD MURRER		840 ST JAMES LA		12/01/14
AL PETRULAK		5685 69 ST, V.B		11/3/14
FRAN DAMBROUCKS		3200 N A1A I+P		11/4/14

ILEANA STEELE Ileana Steele 295 Holly Road Vero Beach, Fl

Pennie Benson 730 3rd Cir. #102 Vero Beach, FL 32962

Robert Bonelli 946 17th PL. S.W. VERO BRIDGE 32962

Candace Moore 1170 6th Ave, 19C Vero Beach, FL 32960

Gail [illegible] 607 Cypress Rd. Vero Beach FL 32963

Marilyn John 625 17th Ave Vero Bn 32962

Margaret Lab 1265 39th AVE Vero Beach 32960

Debbie Peterson 946 17th PL. S.W. VERO BEACH 32962

Robert Geremia 7406 PACIFIC Ave FT. PIERCE, 34951

John Nelson John Nelson 1273 LEXINGTON MANOR SW VERO BEACH, FL 32962

Eva McNeal 946-37th Vero Beach

[illegible] 653 35th Ave Vero Bch, FL 32968

Marco Tascón 772-360 5964 / 165 12th pl SE, Vero Beach Fl. 32962

W.A. ENGLAND 4190 11th PL SW Vero Beach 32968 772-562-4190

Andrea Steele 120 Clarkson Lane, V.B. 32963

[illegible] Mayo Elizabeth Mayo 620 Roof Rd VB 32963

Shoo Shoo the Choo Choo
Petition

Name.	Signature.	Address.	Comment.	Date.
Eleanor Gatti	Eleanor Gatti	936 19th ST SW Vero Beach FL		12/3/14

27 October 2014

Federal Railroad Administration
Attention: John Winkle
1200 New Jersey Avenue, S.E.
Room W38-31
Washington, DC 20590

Subject: ***Public Comment regarding "All Aboard Florida"***

Dear Sir:

Recognizing what, if any, influence this short letter will have on halting the **All Aboard Florida** campaign and development, the effort is compelling.

All of North America owes more than gratitude for what the railroads did to help develop the whole of our nation. For this effort, the industry has been amply rewarded, i.e., land easements, land ownership, special government subsidies, and "favors," rewarding returns on investments (greatly enhanced by favorable lobbying activities), and on and on....

To totally disrupt, displace and disregard entire communities in the name of "progress" is, at best, pretentious and preposterous. The entire length of the Florida Ridge connecting Miami to Orlando is geographically and commercially effective; more importantly, it is away from coastal communities that are loaded with infrastructures that would/will be greatly compromised by this project.

To wit: Build in the "wilderness" as in the past!

Having been in the import/export business throughout all parts of North America for many years, I can assure you there is well awareness of the port enlargement in Miami and the implications thereof. Suspicion runs rampant on just what the railroad intentions, motives and utilization will ultimately be, with the astounding "front" of an endangering passenger rail service from South Florida to Orlando.

PLEASE take the overwhelming public outcry against this unwarranted project and PLEASE reject the railroad's proposal for "passenger" rail service that serves ONLY the railroad while destroying entire communities, depressing property values, disrupting surface as well as waterway travel; and, most importantly, creating undue public safety hazards while enhancing railroad commercial tonnage.

Respectfully,

Michael & Suzanne Perry
606 Bridgewater Lane SW, Vero Beach, FL 32962

P.O. Box 1833, Vero Beach, FL 32961-1833
772-567-3520 - piaudubon@bellsouth.net - www.PelicanIslandAudubon.org

December 3, 2014

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

RE: All Aboard Florida Draft Environmental Impact Statement and Section 4(f) Evaluation

Dear Mr. Winkle:

Pelican Island Audubon Society (PIAS) welcomes the opportunity to submit comments on the Draft EIS for this proposed project. We have reviewed the EIS and appendices and are especially concerned with issues related to the objectives of our Audubon chapter: potential impacts to wetlands and wildlife, particularly listed species and their habitats. We believe that this Draft EIS fails to deal adequately with wetland impacts, especially those associated with the St. Johns River and Taylor Creek, and St. Sebastian River crossings. We also note insufficiencies related to addressing potential adverse impacts to Scrub Jays, Gopher Tortoises, and aquatic species such as Manatees.

Wetland Impacts

The north-south corridor of the All Aboard Florida route is 128.5 miles long and impacts approximately 2 acres of wetlands. This north-south portion of the route is also sandwiched between highly developed coastal residential areas, and the existing north-south alignments of Highway U.S. 1 and Interstate 95. Relatively little wetland mitigation would therefore be required for this part of the project.

The 32.5 mile long east-west corridor of the All Aboard Florida route parallels State Road 528, which is planned by DOT and the Central Florida Expressway Authority to become a "supercorridor" between Orlando and the Port Canaveral area. This Draft EIS analyzes three options for this corridor, and they entail wetland impacts in the range of 128 to 165 acres. Therefore, substantial mitigation would be required for the east-west portion of the project.

We concur with comments previously submitted by Audubon Florida (letter dated October 27, 2014): "...that the Draft EIS has significantly understated the opportunity associated with the All Aboard Florida project to improve connectivity of wildlife corridors in the north/south direction crossing SR 528. The original design of this highway occurred prior to any cognizance about the importance of wildlife corridors. The "Florida Wildlife Corridor" (http://floridawildlifecorridor.org/maps/) constitutes one of the wildlife corridors crossing SR

528 and the prospective All Aboard Florida route. While the proposed design of the All Aboard Florida project will not necessarily result in a significant reduction of connectivity, properly focused mitigation measures for the wetland losses documented in the Draft EIS could substantially aid in improving connectivity. We recommend that the Final EIS assess the potential of using the mitigation requirements arising from wetland loss to re-establish better connectivity across the All Aboard Florida rail line and SR 528. The construction of additional wildlife crossings and wetland connections at numerous locations on the east-west leg of the All Aboard Florida route would be the highest value outcome for mitigation associated with the All Aboard Florida project. In addition to the All Aboard Florida Project, the reconstruction of SR 528 over time as a multi-modal "supercorridor" will provide opportunities for wildlife corridor enhancements. An integrated plan for such enhancements should be developed."

PIAS also joins Audubon Florida and others in noting that the AAF plan to use a series of bridges and a filled causeway to cross the St. Johns River and Taylor Creek misses an important opportunity to restore the broad and braided flow of these channels by lengthening the bridge spans and removing the filled causeways. We believe the Final EIS should include such recommendations, perhaps as mitigation for wetland impacts. The future reconstruction of SR 528 as a "supercorridor" could add similar long-span bridges and removal of filled causeways to further enhance the stream restoration.

Scrub Ecosystem Impacts

The north-south corridor of the proposed AAF project runs through or is adjacent to numerous public scrub conservation areas in four counties. These scrub locations include:

Helen and Allan Cruikshank Sanctuary, Brevard County
Jordan Scrub Sanctuary, Brevard County
Valkaria Scrub Sanctuary, Brevard County
North Sebastian Conservation Area, Indian River County
Vero Beach Municipal Airport Conservation Area, Indian River County
Indrio Scrub Preserve, St. Lucie County
DJ Wilcox Preserve, St. Lucie County
Savannahs Outdoor, St. Lucie County
Savannahs Preserve, St. Lucie County
Walton Scrub, St. Lucie County
Seabranch Preserve State Park, Martin County
Jonathan Dickenson State Park, Martin County
Hobe Sound National Wildlife Refuge, Martin County

One can reasonably expect direct and secondary impacts to scrub species, including Scrub Jays, Indigo Snakes, and Gopher Tortoises, resulting from strikes owing to the increase in speed and frequency of train sets. Incidental take of federally protected Scrub Jays and Indigo Snakes must be avoided, and the only solution to reduce risk of such strikes discussed by the Draft EIS was to fence these portions of the corridor (https://www.fra.dot.gov/eLib/Details/L15967). This structural approach to avoidance and minimization of adverse impacts seems unlikely to succeed, especially in the case of Scrub Jays. Rigorous assessment of potential adverse impacts to scrub species owing to noise and vibration from increased speed and frequency of rail traffic is also lacking in the Draft EIS.

We believe the final EIS must more fully assess direct, secondary, and cumulative impacts to at least these protected species, and provide credible alternatives for avoidance and minimization of adverse effects. Isolating sections of the corridor that pass through these environmentally sensitive areas, modifying train set operation, and exploring alternate north-south alignments should all be pursued before causing irreversible harm to protected species and their habitats.

Establishing an ongoing scrub habitat mitigation fund to support augmented land management of those public scrub conservation areas adversely affected by AAF, as recommended by Audubon Florida, may be the most effective mitigation strategy available, but avoiding these impacts is far preferable.

Manatee and Other Aquatic Species Impacts

Pelican Island Audubon Society disagrees with the Draft EIS assessment that the proposed project "may affect, but is unlikely to adversely affect" manatees. Indeed, it can reasonably be expected that adverse impacts to manatees will result from St. Sebastian River bridge demolition/construction, as well as the increased frequency and speed of proposed AAF rail traffic. The C-54 canal (historic West Prong of the St. Sebastian River) is a major warm water aggregation area for manatees; thus, the bridge site is in an area of high manatee use. The Draft EIS states that during demolition and construction of the St Sebastian Bridge, siltation barriers will be used around the construction site that would not impair manatee movement. Additional mitigation and caution should be required to allow the manatees to access warmer water in the event of cold weather. The Final EIS should include additional provisions for avoidance and minimization of adverse impacts to manatees.

When noise and vibration source levels from bridge construction and train operation are greater than the tolerance thresholds of aquatic organisms, there are adverse impacts to those organisms. These can be calculated and should demonstrate the distances to which those effects may extend. PIAS wonders how noise vibrations carried through water will be assessed and mitigated for in regard to potential harm to manatee, turtles and fish species within the Indian River Lagoon and its affected tributaries? What are the levels of noise and vibration that will be carried from the bridge construction areas in the St. Sebastian River into the Indian River Lagoon? How will AAF monitor and mitigate for cumulative exposure of manatees and fish to pile-driving noise and vibration during construction of the new bridge? How will AAF determine if noise from the installation of piles has the potential to adversely affect fish, turtles, and manatees? How will these source levels be compared to known thresholds? How far will the harmful noise and vibration travel before attenuating below threshold values? How will AAF monitor and mitigate for cumulative exposure to noise and vibration resulting from the operation of its 110 mph trains?

Conclusion

If All Aboard Florida resolves the issues outlined above, Pelican Island Audubon Society believes its proposed project will be less harmful to the environment. But will it be beneficial to the public and the environment of the Indian River Lagoon region? We think not.

The chief benefits will result, according to the Draft EIS, from reduction of greenhouse gas emissions that contribute to climate change and sea level rise, and avoidance or delay of highway

construction projects owing to the provision of an alternative public transportation system. It must be noted, however, that these purported benefits are speculative in nature, and depend on projections that are the source of considerable controversy.

Since the proposed AAF rail service makes no stops between Orlando and West Palm Beach, no benefits and only costs accrue to the Indian River Lagoon region (the "Space Coast" and "Treasure Coast"). This viewpoint is shared widely throughout this region. For example, in Indian River County not a single municipality officially supports the AAF project. Neither does the Indian River County Commission. Even the Indian River County Chamber of Commerce opposes this project, stating that it will bring only costs and no benefits to our communities.

Pelican Island Audubon Society shares the concerns voiced by communities along the Indian River Lagoon portion of the AAF north-south corridor, and therefore opposes the proposed high-speed rail project as it is currently planned.

Sincerely,

Richard H. Baker
President

NO TO AAF THUR VERO BEACH, FL

Dec. 1, 2014

Re: A.A.F.

Put your rails over by I95, away from Vero Beach. You know this is mainly for freight and we can drive over that way for passenger P/u when/if it's worth while.

Stay away from making east/west streets to Route #1 unsafe with our daily trips to so many jobs.

think of people's safety, noise, wasted time at crossings - instead of always MONEY..

Clara J Paryzek

November 26, 2014

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

Attn: John Winkle

Old Vero Ice Age Sites Committee
P.O. Box 351
Vero Beach, FL ~~0351~~ 32961
Randy Old President
rbold@rbold.com
772-584-3424

Dear Mr. Winkle:

Response to and Request for Reevaluation of: 2013 *Cultural Resource Assessment Report for the All Aboard Florida Passenger Rail Project from Orlando to West Palm Beach.* Janus Research, Tampa. Survey #20495, on file with DHR.

The Old Vero Ice Age Site Committee (OVIASC) herein submits its comments on the Janus Inc Cultural Resource Assessment Report (CRAR) concerning this project and offers the following recommendations concerning issues important to the preservation of knowledge of the historical and archaeological resources of Florida. After review of all sections of the CRAR and its appendices, we believe it inadequately addresses the impact to these cultural resources, especially along the North-South FEC Railway Corridor, and seems to offer no resolution to mitigating impact on any previously reported sites beyond ignoring them, nor allow for the possibility of the discovery of unreported sites along the railway. We understand that Janus Research has reconsidered initially overlooked data in past reevaluations of projects (Streelman & Pepe 2011) and we hope and expect they will perform the same in this case. We feel the need for archaeological field testing as such designed for the E-W Corridor to also be performed to a lesser, though more targeted, extent along culturally important areas of the N-S Corridor, outside of the Right of Way (ROW) for obvious practical reasons, but within the defined indirect Area of

Potential Effect (APE), especially at the "Vero Man" archaeology site, 8IR9, and other such sites and potential areas of interest discussed below. We are aware that this indirect APE, a 150ft buffer margin, typically only applies to historical architecture, but beseech the DHR and SHPO to make a special consideration for key sensitive areas such as bridges spanning canals and streams, also discussed below.

1) Geography/geology/archaeology background:

The Terminal Pleistocene and Early Holocene epochs, specifically the Tardiglacial-13,000-10,000 years before present (BP), greatly changed the Florida landscape through sea level rise and significant climatic change which had an enormous impact on the flora and fauna of the time (Bader & Parkinson 1990). It was during this era that the earliest humans, known as Paleoindians, also inhabited Florida in bands of hunter/gatherers and continued to make a living while adapting to these changes. One of the prime locations for Paleoindian camps, as well as settlements of later inhabitants from Archaic to Malabar to the historic/colonial era, was along the Atlantic Coastal Ridge, a narrow stretch of high ground running along much of the east coast of Florida. Streams, springs, and wetlands along or coursing through the Atlantic Coastal Ridge are areas of specific interest, and many former streams have been converted into canals in the last century. The natural high ground of the Atlantic Coastal Ridge, coupled with the long history of human use creating shell middens, burial mounds, and other structures, created the perfect cut on which much of the N-S FEC Railway Corridor bed has been built, with bridges over the streams and converted canals.

The traditional soil sequence of the area was defined over a century ago (Sellards 1912; Gunter 1929) as an Anastasia layer overlaying the water table followed by a Melbourne horizon

and Van Valkenburg horizon, but these established designations, long a controversial topic of debate for dating (Rouse 1950), have also been found wanting when blanketed across a larger area as research and excavations in more recent years reveal a more complex picture of the stratigraphy while simultaneously helping to better date the soil sequence of the region. For this reason, excavations and surveys of past decades may have stopped short of, or altogether missed, buried artifacts due to misunderstood stratigraphic sequences, especially in areas with heavy historic and modern depositions of disturbed and inverted layers.

2) Railroad Site 8IR846:

The only Indian River county site mentioned in the Janus CRAR is 8IR846, a Malabar shell midden uncovered during survey work by David Dickel (1992), as it is the only site designated to encompass the Railway ROW. Dickel had the following comments:

> "The site is located on the eastern down slope of the Atlantic Coastal ridge. The site may have continued further to the west into higher ridge elevations, but access to this area was blocked by a tall chain-link fence edging the John's Island West Golf Course, which effectively denied access.
>
> The vegetation is small scrub oaks, a few taller oaks, and mostly nicker bean, vines with thorns, saw palmettos, and large to small thickets of scrubby hog plums. The site area is 'trashy' and near railroad tracks, and appears to have been used as an informal dump for car parts, old pop and beer bottles. etc. Informants suggest there was a larger site with abundant ceramic further west, but this was seen during golf course construction, and it appears what is left is peripheral deposits, not the main site."

That same survey goes on to not recommend further excavation, testing, or preservation of the site mainly because it has become too disturbed by construction and modern activities. This is a case study for the need to prevent this same disturbance from happening at other sites

before archaeologists can properly excavate, document, and record the invaluable and irretrievable scientific data and knowledge that would otherwise forever be lost and which has the potential to inform us in new ways about Florida prehistory. Local lore and satellite imagery coupled with groundwork has already confirmed the existence of other middens and sites in the area, especially in Brevard and Indian River Counties and especially near streams and former water sources. It would be a travesty to tell the same story of loss about these undiscovered mines of information. Dickel's 1992 survey itself uncovered 26 new sites, several of which are labeled eligible for the National Register of Historic Places (NRHP).

3) Vero and other known sites surrounding, bordering, and/or in close proximity to rail:

The Janus CRAR notes an area of indirect APE up to 150ft outside of the ROW for historical architecture, but disregards archaeology sites which fall into that zone, and indeed neglects to include some others on its otherwise extensive and exhaustive maps. A cursory glance at these maps reveals that the "Vero Man" site, 8IR9, touches the ROW and so is well within 150ft and stands to accrue yet more unnecessary disturbance to areas of the site that have not been thoroughly excavated. This site surrounds the Main Relief Canal built in 1913 through what once was Van Valkenburg Creek. The digging of said canal revealed fossils and bones of extinct megafauna and other creatures, including human remains. Recent excavations through a partnership with OVIASC, Mercyhurst University, and Harbor Branch at this site have begun to yield extremely valuable data to our understanding of the early human occupation of Florida, and any disturbance to this site without proper prior investigation would surely be a mistake in violation of the state goals of historic and cultural preservation. OVIASC was instrumental in renewing interest in archaeology in the area after a water treatment system was proposed within

the boundaries of the site (Penders 2005, Doran et al 2008), and succeeded in postponing such plans in lieu of modern detailed excavations which have garnered the support of the local community. Key artifacts, data, and evidence that could aid in settling the century long debate (Sellards 1917) over the Vero site could be destroyed, damaged, or disturbed if it now lies waiting in the impact zone. This site is also eligible for the National Register of Historic Places.

The "Gifford Bones" site, 8IR7, falls within this archaeology-sites-excluded indirect APE as well, though it is omitted from the Janus CRAR map. A survey by Kelly Driscoll (2007) redefined and expanded the extent of 8IR7 to the southeast due to construction in that area, which was confirmed by Matthew White (2010) in a Phase I Survey. We expect that more of the site holds artifacts waiting to be uncovered to the west, south, and southwest surrounding the canal and railroad. The Gifford Bones site is located along the North Relief Canal, also a former creek known as Houston Creek, and excavations there in the early 20th century recovered projectile points, megafauna, and other bones near a drainage ditch adjacent the current railway bridge. OVIASC is extremely interested in this site and intends to carry out excavations at Gifford in the future, and so this sensitive area is also emphasized as an area from which to mitigate destruction as much as possible.

Other unreported sites within the indirect APE in Indian River and Brevard counties show signs of midden and mound formations, especially near canals and streams. These hold a world of potential, and so their potential destruction or disturbance are also hoped to be mitigated in some fashion. Indeed, there is a history of following an existing historic railroad corridor, testing for, and discovering yet unknown archaeological resources in front of a rail project within Indian River county (Wallace 2012), and we believe this local example makes an excellent guideline for exercising a similar project along the N-S FEC Railway Corridor before the railway

and bridge upgrade construction is commenced. Allowing such a project to proceed, even only in select areas of concern, could perhaps avoid another "Railroad Site" 8IR846 repeat and salvage some history and archaeological data from midden or mound with a railroad build through/atop it before such unrecorded sites are further damaged beyond recoverability.

4) Bridges/Canals/Streams

All bridges along the railway will have more intense construction at those sites, whether they are listed for replacement or "upgrade". The Vero and Gifford sites mentioned above border canals that were once natural streams. In addition to these known sites, other canals and streams are also very likely locations for yet undiscovered sites, from the South Canal in Indian River county to the Sebastian Bridge on the border of Brevard and Goat Creek, Turkey Creek, etc. These areas have great potential to reveal new discoveries, data, information, and revelations about prehistoric Americans and the cultures they produced.

Conclusion

OVIASC and concerned citizens of Indian River County and surrounding counties implore the agencies involved in the coming construction for the AAF Passenger Rail Project to insure due diligence is undertaken in preserving our cultural and historical heritage. It is our sincere hope that the above recommendations are seriously considered to avoid losing scientific data for all time and confusing the archaeological record for future generations.

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White, Matthew

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FRANCES D OLDACH
2150 INDIAN CREEK BLVD E
APT B 314
VERO BEACH FL 32966

John Winkler
Federal Railroad Administration
1200 New Jersey Avenue se
Room W38 – 31
Washington DC 20590

Dear Mr. Winkler:

I am in support of passenger rail service. But, not along the small towns on the East Coast of Florida. The proposed All Aboard Florida system of running passenger trains through the local communities will be a detriment to those of us who live on the Treasure Coast of Florida.

I cannot imagine the disruption caused by thirty-two trains a day running through our community at excessive speeds or even at slower speed! These trains will be a hazard to local traffic up and down the specified route. Boat traffic will be interrupted at the rail crossings over the Indian River and other bridges along the route.

I welcome a rail station at the Orlando Airport if it were connected to an inland rail route, but not the coastal route proposed by All Aboard Florida.

I would not support AAF, even if there were local stops in our county. The proposed high-speed rail traffic through downtown communities will create hardships for local residents and businesses. Passenger service would be supported if the commuter lines were running in the vicinity of the Florida turnpike.

One further note on the released study by the federal government. How can anyone support a biased report paid for by FEC that was supposed to be impartially prepared by the Federal Railroad Administration.

Sincerely,

Frances D Oldach

Frances D Oldach

1133 Sea Hunt Drive
Vero Beach, FL 32963
October 1, 2014

Federal Railroad Administration
ATTN: John Winkle Room W 38-31
2100 New Jersey Ave SE
Washington, DC 20590

Mr. Winkle -

I am a senior citizen living in Vero Beach, Florida. I am terrified by Fast Trains travelling through my community, heavy train traffic and the consequences which will be imposed if All Aboard Florida is approved.

I am definitely opposed to All Aboard Florida and hope you will act accordingly.

Sincerely,

Fonnix Odionne
(Mrs.) Raymond J. Odionne

VERO BEACH

THE ALL ABOARD FLORIDA IT IS NOT A DONE DEAL

Throughout our community, you hear people say "It's a done deal" "To late to do anything about it " Well, IT IS NOT TRUE. The All Aboard Florida Railroad has not received the 1.6 BILLION dollar loan from the Federal Railroad Administration for the leg between West Palm and Orlando.

The residents and business people in our communities DO NOT want this, for many reasons.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

People with life threatening situations (Heart Attacks, Strokes, Accidents ,etc) will not be able to get to the hospital, which is located on the East side of the tracks. First responders, Police, fire fighters are all against this plan. Lives will be lost.

More and longer FREIGHT TRAINS are scheduled…two sets of tracks with trains running all the time.

Our Real Estate values will plummet for all businesses and for the people living near and west of the track. The Railroad goes right through our downtown. The noise and disruption will totally ruin our community.

Almost all of our service businesses are west of the tracks, making it a hardship for the beach population to support. These businesses are our tax base.

The Railroad wants the Indian River Taxpayers to pay to create Quiet Zones and then maintain them. There are worries because the history of the Bullet Trains shows they have not been profitable. Who pays then?

VERO BEACH

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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:

Please NO!! We love this quaint town & the way it is now! No changes necessary - no train necessary. Keep the train out of Vero Beach

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

183 Buck Hill Road
Canterbury, CT 06331
September 29, 2014

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

Dear Mr. Winkle:

We have read with increasing alarm that All Aboard Florida is planning to build new rails and provide passenger train service from Miami to Orlando which will involve passage of 32 trains a day. The new rails and Miami's plan to become a deep water port will most likely increase freight train passage.

We are the owners of two condos at Vista Royale on Route 1 in Vero Beach, Florida. One of the many reasons we chose to buy a condo in Vero Beach is because it is relatively quiet, and we are able to take advantage of beautiful weather and spend a lot of time outdoors. However, no matter where your condo is located within the grounds, you are able to hear the trains which are presently running through Vero Beach. Any additional trains and noise associated with them will only increase this level of disturbance and severely limit our peaceful use of the many outdoor activities we currently enjoy.

More importantly, there are presently three railroad crossings which will be directly affected by the planned tracks and trains, limiting our access to emergency services, shopping and daily travel as well as the safety issues associated with the additional trains.

We are very concerned that Vista Royale's properties will decline in value because of the limited access to our community and the increased noise generated by the high speed trains.

We are strongly urging you to stop this train project from going forward. Thank you for your time and consideration.

Sincerely,

Robert E. Niderno

Karen L. Collins

Karen L. Collins

All Aboard Florida Intercity Passenger Rail Project

Draft Environmental Impact Statement

U.S. Department of Transportation
Federal Railroad Administration

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Comments:

The proposed passenger railway offers no service or benefit to Vero Beach or any community along the Treasure coast. It serves only the terminal points but will cause considerable disruption in towns such as Vero Beach. Emergency vehicles trying to get to hospitals or fires will be disrupted. There will be considerable noise and vibration issues especially as the trains will pass close by residential areas.

This "service" as well as future freight ~~(traffic)~~ traffic from the Port of Miami should be routed through a central Florida route where disruption to communities would not occur.

The current proposal will contribute significantly to the destruction of the quality of life in many communities between West Palm and Cocoa, and should not be allowed.

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

Yours Sincerely

John P. Murphy

All Aboard Florida Intercity Passenger Rail Project

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Optional Personal Information:

Name	JOHN P MURPHY.
Address	4860 South Harbor Drive, #302 Vero Beach, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available JPMURPHY1973@gmail.com

VERO Beach

THE ALL ABOARD FLORIDA IT IS NOT A DONE DEAL

Throughout our community, you hear people say "It's a done deal" "To late to do anything about it " Well, IT IS NOT TRUE. The All Aboard Florida Railroad has not received the 1.6 BILLION dollar loan from the Federal Railroad Administration for the leg between West Palm and Orlando.

The residents and business people in our communities DO NOT want this, for many reasons.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

People with life threatening situations (Heart Attacks, Strokes, Accidents ,etc) will not be able to get to the hospital, which is located on the East side of the tracks. First responders, Police, fire fighters are all against this plan. Lives will be lost.

More and longer FREIGHT TRAINS are scheduled…two sets of tracks with trains running all the time.

Our Real Estate values will plummet for all businesses and for the people living near and west of the track. The Railroad goes right through our downtown. The noise and disruption will totally ruin our community.

Almost all of our service businesses are west of the tracks, making it a hardship for the beach population to support. These businesses are our tax base.

The Railroad wants the Indian River Taxpayers to pay to create Quiet Zones and then maintain them. There are worries because the history of the Bullet Trains shows they have not been profitable. Who pays then?

Bernard Murphy

----------Cut Here----------

All Aboard Florida Intercity Passenger Rail Project

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Comments:

The proposed railway passenger service between Miami and Orlando should be rejected because:

* Severe disruption to many resedential communities along the proposed route
* ZERO benefits to those communities
* Serious noise and vibration pollution
* Danger to residents' safety
* Disruption to ambulances, fire department vehicles and police leading to possible loss of life.
* Serious economice damage to small businesses near the rail line because of traffic delays and disruption.

This plan offers NOTHING to communities such as Vero Beach and SHOULD NOT be allowed.

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Yours faithfully

Mari Murphy

All Aboard Florida Intercity Passenger Rail Project

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Optional Personal Information:

Name	MARI MURPHY
Address	4860 South HARBOR DR. # 302 VERO BEACH, FL 32967
email	Please provide your email address if you would like to receive notification when the FEIS is available MARIMURPHY1973@gmail.com

The Chalmers I. Morse Family
9670 E. Maiden Court
Vero Beach, FL 32963
debramorse@gmail.com

December 3, 2014

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

Dear Mr. Winkle,

Our family lives in Vero Beach, FL and we are vehemently against All Aboard Florida's plans for the train.

The proposal for the location of the train in our community is a travesty. The current location is:

1. In a high traffic area for both cars and pedestrians, presenting an incredibly dangerous situation!

2. The proposed location divides 2 very populated residential areas. The local hospitals in Vero Beach is accessed by residents on either side of the tracks. HOW DARE YOU make the hospital inaccessible, with additional trains and wait time, to emergency vehicles coming from either side of the tracks. Those who don't make it to the hospital because of the wait will be because of YOU and your ridiculous, selfish plan.

3. About 10 years ago, a plan was proposed to run tracks along the FL turnpike. That is without a doubt a much more logical place to run a high speed train without stops. There is NO REASON that we can see, except money, for you to consider using the existing tracks which are running right through our beautiful town, especially since the train will not stop in Indian River County! And please rest assured, we have NO INTEREST in using a train that stops in West Palm or even in our town. We are happy to drive to Orlando, where we need our car, or to West Palm for airport service. We might consider driving west to the highway/turnpike to pick up a train someday.

4. The residents of Vero Beach are 100% against this train running through our city in the proposed location. I can't imagine anyone who would be for it in our community. Move the train tracks AWAY from residential and commercial areas or you will be violating the commandment Thou Shalt Not Kill.

Sincerely,

Debra Morse

All Aboard Florida Intercity Passenger Rail Project

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Comments:

My quality of life will be negatively impacted as the train will create noise pollution and will have an adverse effect on Florida's wildlife.

I am sure that with the increased train volume of cars from Miami to Orlando, Floridians will witness an increase in train/car accidents and the unwanted and unnecessary deaths of Florida's residents and guests.

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Optional Personal Information:

Name	MICHAEL . MORRIS
Address	421 HAWTHORNE LANE VERO BEACH, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available

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Comments:

I Recently was Stopped at a railroad crossing a short distance west of U.S. 1, waiting for a freight train to pass. I was the fifth car back as the train was already passing when I arrived. I was detained an additional six minutes. The traffic was backed up behind me (EAST) to US 1 and around the corner onto US 1. When the train had passed & the gates went up. I could see the east bound cars waiting for the train to pass, backed up and around the corner to the stop light behind them. How many times a day do you propose this will happen when your project is complete ???!! The majority of residents East of U.S. 1 are retirees. Translate to lots of emergency vehicle traffic. What in the world are the powers that be thinking?

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Optional Personal Information:

Name	JANICE MORRIS
Address	421 Hawthorne Lane VERO BCH FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available

The Moorings of Vero
Property Owners' Association, Inc.
P. O. Box 610278
Vero Beach, FL 32961-0278

December 2, 2014

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

The Moorings of Vero Property Owners' Association, Inc.

Dear Sirs:

The Moorings of Vero Property Owners' Association, Inc. (MPOA) represents over 1,150 families in The Moorings community of Vero Beach, Florida. I am the President of the MPOA.

Members of the MPOA have listened for many months to the arguments – pro and con – advanced by Florida East Coast Industries (FEC) in connection with its proposed All Aboard Florida high-speed passenger train service (AAF) between Miami and Orlando, Florida. As you know, AAF will use the FEC's trackage along U.S. Route 1 throughout the entire width of Indian River County (IRC), Florida. The MPOA has also viewed the comments from IRC, Vero Beach and other IRC municipalities in opposition to AAF.

Over 40,000 Floridians have signed petitions in opposition to AAF. Similarly, over 30 municipalities have joined IRC in opposing AAF.

Based on the foregoing, members of the MPOA have nearly unanimously expressed concern about AAF's projected 32 additional, high-speed passenger train trips (at speeds in excess of 100 m.p.h.) over the FEC trackage, as well as the expected long, additional freight train traffic over that trackage. That additional train traffic is discussed in the Draft Environmental Impact Statement (Statement) prepared by the Federal Railroad Administration.

Section 5 of the Statement purports to address the Environmental Consequences of AAF and FEC's related increased freight train traffic. However, the Statement speaks mostly in unsupported conclusions, and does not address the safety, property values, marine traffic

and quality of life concerns of residents of Indian River County, including residents of Vero Beach, Gifford and Sebastian, Florida.

• Safety. There is no way that trains traveling at speeds in excess of 100 mph through our small communities can be safe, even with the additional safety features planned at grade crossings. Grade crossings are inherently more dangerous than tunnels and overpasses.

• Emergency response time is essential. Fire equipment, emergency response vehicles and law enforcement vehicles are certain to encounter traffic buildup delays at grade crossings that could make the difference in life or death situations. FEC has admitted that its freight trains may grow in length to 14,000 (2.65 miles) in length. Trains of that length will take substantial periods to pass each grade crossing on FEC's tracks.

• Several of Indian River County's hurricane emergency evacuation routes, including, but not limited to, the Alma Lee Loy (17th Street) Bridge and the Barbour Bridge in Vero Beach and the County Route 510 Bridge to Wabasso, run through these grade crossings, which could result in massive traffic backups and defeat the purpose of these emergency evacuation routes.

• Property Values. Those property owners who reside next to or close by the train tracks will see a reduction in their property values. No one wants to live beside or close to a noise and vibration nuisance, that the proposed passenger and freight traffic will unavoidably create through the frequent whistles and other sounds and vibration from those passing trains. The Statement's unsupported declarations (pages 5-39, 5-48, 5-123 and 5-127) to the contrary defy all logic. Local business establishments will see a reduction in customers and many (such as Cindi's Pet Center near the FEC tracks at 7th Street and U.S. 1, for example) will likely be forced to move to less desirable locations because of the noise pollution, vibration and frequent traffic buildups at grade crossings. One study confirms that real estate values decline by about 20% if a property is located within 400 feet of a busy railroad. A reduction in property values will result in a reduction in municipal tax bases, which means municipalities will have to make up lost revenues in other ways, which probably means other property owners will see an increase in their property taxes. The Statement (page 5-127) fails to support its conclusion to the contrary.

• Marine traffic. There are several places along the Indian River Lagoon where a drawbridge has to be raised in order to permit boaters to pass through. The delays to boaters because of these additional passenger and freight trains will create a backup and a nuisance to recreational boaters and a loss of revenue to

commercial boating traffic. Such traffic is a major source of income in IRC. Bridge closures will add up to many hours of the bridges being closed in each day.

• Quality of Life. Lifelong residents of Indian River County, as well as those who have come here from elsewhere to enjoy its quality of life, will see that quality adversely impacted by the proposed passenger and freight train service. To add insult to injury, no stops are planned for the small cities along the FEC trackage from Miami to Orlando. As a result, there are no benefits to those of us living and working in Indian River County, and, on the contrary, there will be numerous adverse impacts on our quality of life.

There are several less damaging routes for both AAF's passenger and freight traffic: first, along the CSX trackage in the middle of Florida, second, along Florida's Turnpike and third, along I-95. In addition, financing proposals for AAF (first it was federal funding, now it is private activity bonds) seem to appear and disappear with a regularity that suggests a lack of planning to formulate a workable course of action. All of these proposals are ostensibly intended to implement long distance passenger service that has seldom, if ever, been independently profitable in the United States.

The MPOA cannot understand how any rational person not guided by personal profit motives could possibly support AAF and its related increased freight traffic over the FEC's trackage.

Very truly yours,

THE MOORINGS OF VERO PROPERTY OWNERS' ASSOCIATION, INC.

By George Bryant

George Bryant, President

BY EMAIL AND PRIORITY MAIL

Jan Mooney
555 6th St.
Vero Beach Fl 32962
704-519-8448
November 10, 2014

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

Dear Mr. Winkle,

Last Wednesday, Nov. 5th, I would have liked to have attended the All Aboard Florida presentation at IRSC in Vero Beach, but my adopted father turned 95 and that was my priority that afternoon and evening.

If I reach the age 95, I doubt that I will be wanting to live here, in Paradise, with the 32 high speed trains coming through, not only Vero, but in the heart of so many lovely towns here on the Treasure Coast.

Of course, not only will it negatively effect residents, businesses, schools and marine traffic but also the tourism industry, that this area relies on so much. Tourists won't to be coming to "TRAIN CITY".

After reading about the forum in the paper, I was not disappointed in not being able to attend.

What is the reason that AAF did not allow time for anyone in attendance to speak via the microphone to share their views? Isn't this the democratic way; one of the reasons why this country was founded?

I am a 72 year old grandmother in Vero Beach, Florida. I am putting my 2 cents in to support this beautiful community to stay safe and a welcome for future generations.

Your plan of this "high speed" rail service coming through the downtown areas of so many of these lovely, quaint communities is absolutely a ***STUPID AND AN IRRESPONSIBLE DECISION***.

It will create pandemonium at each crossing 32 times each day (more with the freight tracks adjacent to the new tracks). I don't care that the display at the forum showed how fast the trains go through the crossings, and the delay time, but for 32 times a day at those speeds, it is a dangerous threat and also a nuisance.

Emergency vehicles and school buses are of my utmost concern. Wouldn't you be a bit leery if your child was on a bus that crossed these tracks with these speeding trains coming through 32 times a day?

I'll bet you wouldn't want your mother waiting in an ambulance for a high speed train to pass in order to get to the hospital ASAP in an emergency situation. I agree, they are fast, but it takes time for the vehicles that are backed up to get across the tracks after the gates are up. That will increase the wait time in a critical situation.

Of course, we must not forget of the potential deaths that may occur do to the speed of these trains (both humans and animals). This too, is a concern of the residents here. Why not yours?

Why have you not considered putting these tracks west of these communities where there is more space and less density, or better yet, why not above ground?

There is no public benefit to communities north of Palm Beach county or south of Orlando. It will only be detrimental to these areas. It will have an impact on local businesses, marine industries and further damage to our local rivers and the already "sick", Indian River Lagoon.

I certainly hope you reconsider this AAF before you put the ***last nail in the coffin.***

I have read that AAF has decided against getting Federal funding. That was about the only brilliant idea that AAF has had regarding this mess. To expect tax payers to fund this project either along the projected site or even if it were in a less dense area is another STUPID idea. This is supposed to be private enterprise, not a government project.

I invite you to come to the Treasure Coast and visit these communities (Sebastian, Vero Beach, Ft. Pierce and Stuart, to name a few) that have the tracks coming through their downtown areas and so close to residences and historical buildings. After seeing with your own eyes, perhaps you will understand our concerns.

God be with you in your decision.

A very concerned citizen,

Jan Mooney

Jan Mooney

PS. In a poll by the Scripps Treasure Coast Newspapers, 87% of the people said AAF did a lousy job hosting the public meetings.

September 26, 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.

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,

Page Soule
Winter Park, FL

I reside one block from the downtown rail system and put up with the warnings and rail noise. I waited 10 minutes recently before 100 freight train cars would allow me to proceed. Now add 32 passenger trains and additional freight trains and we have lost our small city charm. City residents value this charm and relatively quiet. PROTITS? Local Tri-Rail receives over $40 million per year in subsidies from local taxes and state funding. I have a collection of facts that negates the All Aboard agenda, both financially and quality of life issues.

Ella F. Tellaird
410 Evernia Street, #701
West Palm Beach, FL 33401

Ella F. Tellaird

Copy of letter sent to ALL my representatives

AMTRAK already runs between Miami and Orlando and can barely fill two TRAINS a day!!

550 Okeechobee Blvd.
Apt. 602
West Palm Beach, FL 33401
November 18, 2014

JOHN WINKLE
Federal Railroad Administration
1200 New Jersey Avenue
SE Room W38-311
Washington, D.C. 20590

Dear Mr. Winkle,
The following remarks are written to be included in the Draft Environmental Impact Statement regarding the FEC Railroad's "All Aboard Florida" project:

As residents of the largest residential modern luxury apartment building literally sitting on the FEC freight tracks, we urge you and those responsible to reject any further rail construction and traffic – passenger or otherwise on the existing FEC corridor. The complications and hazards attached to this project are so obvious that it astounds the tens of thousands of residents in the downtown West Palm Beach area that any government agency entrusted with the safety of its citizens, and the success of a newly created and thriving business/residential/entertainment district could even consider such an irresponsible project.

"South Tower" alone with 425 residential condominium units is barely 50 feet from the FEC tracks! We all purchased our homes in the last 4 years. We were willing to adjust to just a few freight trains rumbling through on a daily basis as long as we could exercise our rights to some peace from this ridiculous juxtaposition, to institute QUIET ZONES. Ours is a new building situated in the midst of some of the highest priced real estate in West Palm Beach, situated on an impressive row of the new Hilton Hotel and the existing Palm Beach Convention Center. At the intersection of Okeechobee Boulevard and Rosemary Avenue is the very recently mixed use development of retail shopping, the Cleveland Clinic, various residences – town homes and apartment buildings, professional offices, restaurants, entertainment venues, the regional Kravis Performing Arts Center, etc. The aforementioned "City Place" is a resurrection of what was once a degraded and run down ramshackle slum! This outstanding rebirth and gentrification of a failing downtown has in the last 10 years, inspired thousands to move to City Place and to contribute to the success of a burgeoning down town.(It was 20 years in its planning). We invested in resurrecting a downtown with our personal fortunes! We don't want to jeopardize our most precious investments – OUR HOMES!!!!

Suddenly, we are told that the FEC wants to run 32 bullet trains daily on a second track which they intend to build in closer proximity to our building. What is worse is that this track could be utilized for other local commuter trains, while at the same time, the FEC has plans to increase the freight traffic as a

result of the widening of the Panama Canal, and the increased docking facilities to accept freight in the Port of Miami.

The ramifications of this private enterprise seeking additional revenue are almost mind boggling! Automobile traffic is already at a bottleneck at several intersections along the downtown Okeechobee corridor – most notably at City Place. Emergency vehicles would be backed up from the east bridges, (Palm Beach Island) and west to I95 attempting to reach the nearby Good Samaritan Hospital. Pedestrian pathways are already non-existent. One has to literally jog across (2) 5 lanes wide Okeechobee Blvd. in the few seconds allowed by a confusing pattern of traffic lights thrusting every pedestrian in harm's way. There are no sidewalks leading to a new passenger train station that the authorities have approved at Evernia Avenue and the railroad. The city of West Palm Beach has paid a half million dollars to offer a plan for pedestrian traffic, but no improvement has been enacted. The train horns' high pitched screech at all hours of the night disturb citizens' sleep. The filth from the smoke spewing freight trains pollutes our air. Each mile plus long freight train carries at least 20 fuel tankers – none of which is modernized to prevent conflagrations similar to multiple disasters across the United States. The recent explosive disasters that come to mind occurred in Japan in 2007 where both Osaka and a suburb of Tokyo experienced major crashes into apartment buildings where almost 300 people lost their lives. And, these examples were of passenger trains alone – not a lethal combination of high speed passenger trains coupled with increased piggy backed freight traffic carrying fuel!

The only remedy for the FEC project is their willingness to move all their freight traffic to tracks WEST of the City of West Palm Beach away from the concentrated activity and residential areas of the downtown. Until the FEC dramatically alters its plans, we urge the FRA to deny any application for funds or for approval.

Respectfully submitted,

Sandra Rosalia Michael Rosalia

SANDRA AND MICHAEL ROSALIA
Residents of City Place South Tower
West Palm Beach, Florida
Tel. 561-623-1800

All Aboard Florida Intercity Passenger Rail Project

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I live near FEC RR Tracks and am only supporting the All Aboard Florida because of the promise to build quiet crossings. I only support this if that means no horns & whistles blow.

Expanding the train count anywhere near neighborhoods without doing quiet crossings is not fair to the neighborhoods, including Martin County.

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

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Optional Personal Information:

Name	Homeowner
Address	West Palm Beach, FL 3900 N. Flagler Drive
email	Please provide your email address if you would like to receive notification when the FEIS is available

Please do not send me mail.

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Comments:

We are opposed vehemently to All Aboard Florida.

We are concerned about being able to get to the local hospitals in emergencies; being on time for all sorts of important appointments; and all of the time we will be sitting in lines of traffic waiting to go east and west.

Barbara H. Frost
Howard E. Frost, M.D.

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Optional Personal Information:

Name	
Address	Dr. & Mrs. Howard E. First 13797 Le Havre Dr. West Palm Beach, FL 33410-1249
email	Please provide your email address if you would like to receive notification when the FEIS is available

LAUREL BAKER
1909 SOUTH OLIVE AVENUE
WEST PALM BEACH, FL 33401

561.833.5820 home
561.358.5119 cell

561.655.3282 work
laureltbaker@bellsouth.net

October 31, 2014

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

Dear Mr. Winkle:

As a resident of nearby Downtown West Palm Beach, I am pleased to hear about the progress being made for All Aboard Florida and the positive impact it will have on the variety of retail businesses both in West Palm Beach and Palm Beach. As executive director of the Palm Beach Chamber, efforts to retain local businesses are dependent upon providing ready access to visitors from all over Florida. The train is the ticket! Our planned initiative of a 'Shop Locally, Shop Palm Beach' will be enhanced over the years with the addition of the train.

The key to building a balanced transportation network rests in healthy intrastate cooperation. All Aboard Florida is a welcome relief to the growing challenges we face in mobilizing people to and from some of our most populous cities. It will provide tourists, business and leisure travelers alike with a convenient, cost-effective travel solution.

I want to add my voice to the growing support of many Floridians who understand the importance of this project and what it means for Florida's economy: $6.4 billion in direct economic impact in the next 8 years; $653 million in federal, state, and local government tax revenue through 2021, over 10,000 jobs on average through rail line construction (mid 2014 – 2016), and over 5,000 jobs on average per year after rail line construction is completed through 2021.

Thank you for believing in the area and contributing to its growing dynamics.

Sincerely,

Laurel Baker

cc: Don Robinson
The Honorable Rick Scott
The Honorable Bill Nelson
Secretary Ananth Prasad, P.E.

Gannett Fleming

Excellence Delivered ***As Promised***

October 1, 2014

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

Subject: Comments on All Aboard Florida Draft Environmental Impact Statement

Dear Mr. Winkle:

Gannett Fleming has reviewed the September 2014 *All Aboard Florida Draft Environmental Impact Statement* and believes that this is a very important transit infrastructure project for the State of Florida. We strongly support transit projects that provide efficient mobility options to our auto-oriented State; the project will contribute to economic advancement, achievement of state and local sustainability goals, and improve our quality of life.

The DEIS has done a thorough analysis of potential impacts and has identified reasonable mitigation. Gannett Fleming believes the benefits derived from this project outweigh any potential negative effects.

Thank you for the opportunity to comment on the document.

Sincerely,

GANNETT FLEMING, INC.

José Abreu
Senior Vice President

cc: Mr. Husein A. Cumber, All Aboard Florida

Gannett Fleming, Inc.

7300 Corporate Center Drive, Suite 701 • Miami, FL 33126-1233
t: 786.845.9540 • f: 786.845.6802
www.gannettfleming.com

NORTH BEACH CIVIC ASSOCIATION

PO Box 700969
Wabasso, FL 32970-0969

10/31/14

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

RE: ALL ABOARD FLORIDA

Dear Mr. Secretary:

Enclosed is a resolution unanimously passed by the North Beach Civic Association of Indian River County, Florida on 4/26/14. It speaks for itself.

We urge you to reconsider both the safety and cost to the taxpayers in Indian River County of this debacle. Many of us are aware of the "hidden" agenda of the project, one that exhibits all the signs of back room "cronyism". Knowing that the passenger line is guaranteed to fail (no passenger line in the US pays for itself), we see the federal money ultimately being used for an increase of freight transportation on the high-speed line as more products come into the Port of Miami from the expansion of the Panama Canal.

This will be an egregious burden on our residents having irreparable and unconscionable effects as noted in the resolution. While being touted to our County Commission and us as "privately financed", Fortress and its partners have lost credibility now that we know they're seeking government secured loans.

Let them build their railroad further west where it won't affect the safety of our community.

Respectfully,

Peter M. Fallon, D.M.D.
Vice-President
North Beach Civic Association
Indian River County, Florida

NORTH BEACH CIVIC ASSOCIATION

PO Box 700969
Wabasso, FL 32970-0969
Tel: 772-589-1552
Fax: 772-589-9425
4/26/14

Resolution Against the All Aboard Florida high-speed train from Miami to Orlando

Be it known that the North Beach Civic Association is adamantly against the All Aboard Florida (AAF) high-speed train and its associated track up-grades proposed to run from Miami to Orlando due to the severe and egregious hazards it presents to Indian River County residents, not the *least* of which are:

1. **Lack of safe RR crossings, guard gates, and most importantly, unsafe existing rail lines not designed to carry high-speed trains at 100-110 MPH.**

2. **Disruption of traffic and emergency vehicles by the minimum 32 trains per day.**

3. **Excessive uncontrolled high levels of noise and lack of noise barriers.**

4. **Irreparable damage to real estate values.**

5. **Federal, state, and local funding not approved by the taxpayers.**

The North Beach Civic Association sees this bureaucratic move by AAF as unsound, unsafe, and eminently, an unconscionable burden to the residents of Indian River County and unconditionally urges all residents to voice their opposition to All Aboard Florida in any shape or form.

The North Beach Civic Association's membership includes residents and businesses on the barrier island in Vero Beach, Florida from Beachland Boulevard (State Road 60) to the South all the way North to the Sebastian Inlet, an area of over 5000 people.

Peter M. Fallon, D.M.D
Vice-President
North Beach Civic Association
Indian River County
4/26/2014

*attachment enclosed.

Nov. 3, 2014

Subject: All Aboard Florida

Dear Sir:

As a unit owner & resident of Vista Royale, which is directly effected by the increased rail traffic, & will be subject to the full brunt of noise pollution, & the separation from emergency services, located west of the RR tracks & many of the 2200 residents & voters in this community ask the commision to reconsider the request from AAF & deny all applications. We are in full support of our Board of Directors resolution.

This will not have a positive or productive effect on Vero Beach or on Florida itself. Please deny this move.

Sincerely,

Janice & Charles Mellis

Mr. John Winkle November 10, 2014

Federal Railroad Administration

1200 New Jersey Ave S.E., Room W38-31

Washington, DC 20590

Dear Mr. Winkle:

I am a longtime resident of the Treasure Coast area, over 60 years and can remember when the Florida East Coast Railroad provided passenger and freight service to almost all of the communities along the Eastern seaboard of Florida. I also am aware that the original reason Mr. Flagler pushed his railroad South was to provide transportation for Florida vegetable and fruit to the North of the country during the winter months. The reason I am making these points is to bring to the forefront the fact that the proposed All Aboard Florida project makes no plans to provide this type of service to most all of these communities.

In fact in its presently proposed format it will divide many of these communities by running numerous, minimum of 32 high speed trains and 20 plus long freight trains through very congested downtown areas at grade level crossings. There is no current example of a train service operating in Europe, Asia or North America, of the same frequency and high speed, which predominantly uses minimally protected at grade crossings as is proposed by All Aboard Florida. Over 95% of these proposed crossings are at grade, versus over 95% of the existing crossings in the Northeast sector of our country are not at grade. This along with the increased traffic congestion will only lead to more needless accidents and deaths throughout the communities of proposed project service area. Not to mention the increased noise and air pollution.

The proposed project makes numerous ridership projections which upon careful examination do not reflect the facts of the service area needs. Considering the fact that driving to and from the South Florida area to the greater Orlando area currently can be accomplished much easier and in the same amount of time as is proposed by the All Aboard Florida project. Using the Florida Turnpike or I-95 greater Orlando is 2 hrs 15 minutes from Ft. Pierce, 4 hrs from Miami, 3 hours and 35 minutes from Ft Lauderdale and 3 hours from Palm Beach. There also is no time consuming requirement to drive to the nearest train station nor to rent a car or take a taxi at both ends of the journey.

Most of the business and private traffic doesn't start or finish at the Orlando airport or the downtown areas of Miami, Ft. Lauderdale, West Palm Beach which the All Aboard Florida project plans to service. Almost all of the tourist traffic into Florida is either from the Northern United States, European and South American drivers who are used to US driving requirements and currently rent vehicles while visiting numerous destinations within Florida. These people should not be considered as potential All Aboard Florida customers and this fact is not addressed in the project study.

There currently is AmTrack passenger rail service between Miami ,Ft. Lauderdale, West Palm Beach and Orlando which is operated by CSX. This rail service also provides connections to the rest of North America, current use is not anywhere near capacity. It would be provident to examine this existing ridership as an indicator of the future demand for this type of rail service. Taking all of these facts into consideration I question as to who is the actual target market segment of the proposed All Aboard Florida rail service project? The All Aboard Florida project definitely is not for the current residents of Florida.

Given the questionable financial results of spending billions of dollars on the All Aboard passenger service, many knowledgeable people believe its main purpose is to improve FECI railroad tracks for increased freight traffic in the post-Panamax era. I understand shipping in this region well from my business experience and believe this will not be the case. The Port of Miami along with Port Everglades (Ft. Lauderdale) recently have undergone improvements to facilitate the servicing of deep draft Type E cargo vessels. Although these improvements are welcome they will not be enough to induce the large shipping companies to use these Ports as the cargo access point to the North American continent. In almost all situations it is much more economical to ship by water into the ports along the Eastern Seaboard and Gulf of Mexico which are closer to the major Mid West and North Eastern Markets.

If speed of delivery from the Far East was so important than why have Maersk and other major shippers gone to the slower moving more economical Type E ships? South Florida has traditionally been recognized as being in the wrong place for shipping to and from anywhere except the surrounding Bahamas and Caribbean Islands, a very limited market. In fact most of these islands currently are very efficiently serviced by large barges from Jacksonville, New Orleans, and other Northern Ports. The US Government, IWR White Paper of December 2008, " The Implications of Panama Canal Expansion to US Ports and Coastal Navigation Economic Analysis", US Army Corps of Engineers, www.iwr.usace.army.mil, reflects these long known facts, nothing has surfaced to date which contradicts the findings of this study. Both Miami and Ft. Lauderdale, as are almost all Ports in Florida, are in the wrong place to efficiently facilitate expanded shipping except within the surrounding small islands of the Caribbean Basin.

There currently are transshipment facilities under construction around the Caribbean and Panama Canal area which also will be competing for this Caribbean shipping business. These facilities will alleviate any need to ship into Miami to service Cuba should it open up, also these offshore facilities are not subject to the restrictive US Jones Act. regulations which do not allow foreign flagged vessels to participate in shipping between US ports. CSX railroad also currently services all of the major South Florida Ports and there is not any reason to expect the increase in commerce to justify the proposed improvements to the FECI railroad. I suspect the loss of freight and passenger service by the FECI railroad would not significantly affect the cost or use of freight in and out of Southern Florida. There is no current nor foreseen overriding economic reason to build the All Aboard Florida –FECI project.

The additional rail traffic will cause disruption and service problems to the existing commercial shipping and other commercial and private marine interests which have to cross under the existing railroad bridges. All Aboard Florida passenger service and additional freight will more than double the closure times of the New River, Loxahatchee, and St. Lucie Rivers and interfere with proposed and existing intra-coastal shipping along and across the State of Florida. There currently is another Federal Government program, which precedes the All Aboard Florida by many years, called American Marine Highways or M-95, which promotes the use of barges for shipping containers between US Ports and along the US coast.

For all of the above reasons I feel it is not in the best public safety or economic interest for the Federal Government to be involved in the approval and financing of the proposed All Aboard Florida/ Florida East Coast Industries project. It will cause much disruption to existing industries and communities within the proposed service area with little if any real economic benefit. I therefore ask that you with hold approval and financing assistance for the proposed All Aboard Florida rail project in its current form. According to newspaper reports All Aboard Florida, Florida East Coast Industries and associated entities have contributed over $2,500,000 to lobbyists and political campaigns in Florida alone, this does not include promotional advertising etc. This is a very large dollar amount for Florida. The proposed All Aboard Florida project has long crossed the threshold of government welfare to private business. It is in the public's best interest that you with hold government financing and approval of this unneeded project.

Sincerely yours,

Hans Van Zonneveld

281 Sabal Palm Lane

Vero Beach, Florida 32963

Ph: 772-231-4000, email hans.vanzonneveld@gmail.com

THE ALL ABOARD FLORIDA IT IS NOT A DONE DEAL

Throughout our community, you hear people say "It's a done deal" "To late to do anything about it " Well, IT IS NOT TRUE. The All Aboard Florida Railroad has not received the 1.6 BILLION dollar loan from the Federal Railroad Administration for the leg between West Palm and Orlando.

The residents and business people in our communities DO NOT want this, for many reasons.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

People with life threatening situations (Heart Attacks, Strokes, Accidents ,etc) will not be able to get to the hospital, which is located on the East side of the tracks. First responders, Police, fire fighters are all against this plan. Lives will be lost.

More and longer FREIGHT TRAINS are scheduled…two sets of tracks with trains running all the time.

Our Real Estate values will plummet for all businesses and for the people living near and west of the track. The Railroad goes right through our downtown. The noise and disruption will totally ruin our community.

Almost all of our service businesses are west of the tracks, making it a hardship for the beach population to support. These businesses are our tax base.

The Railroad wants the Indian River Taxpayers to pay to create Quiet Zones and then maintain them. There are worries because the history of the Bullet Trains shows they have not been profitable. Who pays then?

Stella Zagel Vero Beach FL

----------Cut Here----------

All Aboard Florida 10/29/2014

Dear Mr. Winkle,

When one first hears about All Aboard Florida it sounds like a grand idea. But upon learning facts it has become a nightmare. I will list a few facts that I find negative.

Delays in emergency vehicles may result in deaths.

Motorists being held up for longer times at crossings making them late for various life events.

The noise and vibrations generated will have an impact on people in their homes and businesses.

Navigation: bridge closures would increase in time daily, holding up motorists, emergency vehicles, and boats.

And the most important is the negative impact on our Florida wildlife and wetlands.

If your conscience allows, please, please at the very least move the tracks way west or abort the entire project.

Thank you for your consideration in this matter.

Susan C Yount
Susan C Yount
4180 70 th Ave

Vero Beach,Fl 32967-8802

September 21, 2014

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

Dear Mr. Winkle,

Allowing over 30 or more passenger trains going up to 100 miles an hour, in addition to a comparable number of freight traffic currently going through Vero Beach, almost in the middle of our community, would cause us untold havoc.

We live in Vero Beach about a mile away from the railroad tracks. On a clear day the noise is deafening. You can only imagine what it would sound like to our residents living close by the tracks. The freight trains now go less than half the expected speed of the proposed passenger traffic.

Add to the above problems: more time wasted for cars at railroad crossings, increased possibility of fatal accidents, the hampering of emergency vehicles and the extra cost of new safety equipment.

If you all insist on developing express railroad passenger service between Miami and the Orlando airport, why not develop a railroad system west of the heavy traffic areas on the east coast.

Sincerely,

Marshall Wolf

Marshall Wolf
4708 St. Elizabeth's Ter.
Vero Beach, FL 32967
Tel. 772 567-1380

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 I see these as the negative impacts on our coastal area:

1. Frequent blockages at rail crossings for auto traffic. We are told 32x per day. Auto traffic will backup.
2. Blockages at rail crossings will impede emergency vehicles: Ambulance, fire, police.
3. Noise
4. Vibration
5. Safety for people + animals that may (unwisely) be on the tracks.
6. Financial: Assuming there is public financing, if it fails; taxpayers will be paying
7. Closures of bridges that will block boat traffic
8. Cost to local governments for any needed upgrades. We hear conflicting information regarding this.

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

II Benefits to our coastal Area: ZERO

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	RON WILSON
Address	4240 5TH ST Vero Beach, FL 32968
email	Please provide your email address if you would like to receive notification when the FEIS is available

/21/2014

John Winkle
Federal Railroad Administration
1200 New Jersey Ave. S.E., Room W-38-311
Washington, DC 20590

Dear Mr. Winkle:

RE: DEIS for All Aboard Florida Sec. 5.4

The DEIS does not address Indian River County. The population of Indian River differs from Ft. Lauderdale, Miami and Orlando. There are no stops planned for Indian River County, therefore, I see no economic benefits to the county with no stops, no stations, or even economic development hubs. Cost for upgrading and maintaining crossing will be a burden to the taxpayers of the county.

I believe this DEIS study is flawed by not also addressing safety, noise, railroad vibrations, environment and historic and cultural resources of this county.

Furthermore, this is the largest RRIF loan that has been requested and AAF has no experience in the passenger rail business.. To date, AAF has not answered the many questions that our local and county officials have asked of them.

I urge you to not grant this loan and to ask that the DEIS be done over again and to include Indian River County.

Sincerely,

Rosemary White 11/21/14

Rosemary White
506 Fiddlewood Road
Vero Beach, Florida 32963

Vista Villas Homeowner's Association, Inc.

220-376 Vista Court - Vero Beach, Florida 32962

2014 DEC 1 11:00
OFFICE OF ADMINISTRATOR
EXECUTIVE SECRETARIAT

November 21, 2014

Mr. Joseph C. Szabo, Administrator
Federal Railroad Administration
U. S. Department of Transportation
Washington, DC 20590

Dear Mr. Szabo:

The Vista Villas Board of Directors represents a community of homeowners in Indian River County that borders U.S. Route 1 and the current railroad tracks. We are overwhelmingly against the All Aboard Florida proposal to add tracks which would allow up to 32 passenger trains a day to travel at high speeds so very close to our community. There are presently 3 railroad crossings near us (at Oslo Road, 1st Street and 4th Street) that will be directly impacted by the planned tracks and trains, limiting our access to emergency services, shopping and daily travel throughout Indian River County -- as well as the safety issues associated with the additional trains.

As residents of Vista Villas, we are already disturbed by the existing train noise throughout the day and night, and the proposed additional trains and noise associated with them will only exacerbate this level of disturbance by destroying the peaceful serenity of our neighborhood and severely limiting use of the many outdoor activities we currently enjoy. We are also concerned that Vista Villas' properties will decline in value because of the diminished access to our community and the increased noise generated by the high-speed trains.

We therefore urgently and sincerely request that you utilize all of your efforts to prevent this All Aboard Train project from moving forward.

Respectfully yours,

Judith Stine

Judith Stine, President
Board of Directors

John Winkle
Federal RR Administration
1200 N.J. Ave SE
Room W 38-31
Washington DC 20590

Dear Sir,

I can't tell you enough how upsetting the thought of Cell Aboard the push to send trains thru our city. The noise + vibration will be dreadful as well as the division of our city causing delays ~~for~~ and inconveniences for anyone needing to cross.

I'm not opposed to having RR go through the Western part of here near the Florida turnpike

Thank you,

Beverly Van Name
930 Regency Sq #218 W
Vero Beach FL 32967

WILLIAM UGHETTA
261 LLWYDS LANE
VERO BEACH FL 32963
NOVEMBER 24, 2014

John Winkle
FEDERAL RAILROAD ADMINISTRATION
1200 NEW JERSEY AVE. ROOM W38-311
WASHINGTON DC 20590

RE: ALL ABOARD FLORIDA DEIS
9/14/2014

DEAR MR. WINKLE

WE RESIDENTS OF INDIAN RIVER COUNTY ARE OPPOSED TO AAF AND THEIR PLAN FOR 33 High Speed trains WHICH WOULD MEAN 340 GRADE CROSSINGS FROM JACKSONVILLE TO MIAMI WHICH WOULD MEAN A 300% INCREASE, IN HUMAN ACCIDENTS,

NO PASSENGER RAIL SERVICE IN THE USA MAKES MONEY. ALL ARE SUBSIDIZED BY TAXPAYERS. How WILL AAF MAKE A PROFIT?

ALSO WE NEED MORE TIME TO STUDY THE AAF PLAN, WHICH KEEPS CHANGING. SINCE INDIAN RIVER COUNTY WAS NOT MADE AWARE OF THE SCOPING MEETINGS HELD IN MAY 2013, PLEASE EXTEND THE TIME LIMIT OF DECEMBER 3, 2014 to FEBRUARY 3, 2015 TO BE FAIR TO OUR COUNTY.

THANK YOU,
William C Ughetta

P.S – Attached COLUMNS STATE HISTORY OF RAIL IN FLORIDA – and Project Directors mostly from Disney WORLD!

261 Llwyds Lane
Vero Beach FL 32963
November 23, 2014

John Winkle
Federal Railroad Admin.
1200 New Jersey Ave,
room W38-311
Washington DC 20590

Dear Mr. Winkle: re: All Aboard Florida DEIS 9/14/2014

There are so many reasons that we home owners on the Treasure Coast are against the expansion of the 19th century Flagler Railroad particularly because it follows very closely to the oceans and lagoons of the East Coast, that are now so ecologically sensitive, as well as being an area of established homes. Enlarging railroad traffic would endanger lives of our citizens as well as nature.

The new hi-speed train would have to manuever 340 at-grade road crossings from Jacksonville to Miami. The Amtrak acela train crosses 6 roads at grade from Boston to Washington! The rate of human accidents from train traffic will increase 300% in our area.

And we in Indian River County have been discriminated against. We were never made aware of the Scoping Meetings of May 2013. This alone entitles us to a new deadline of 60 days for more study of AAF's real goals + operation, which has changed frequently in the last year.

We expect an extension of your deadline until February 3, 2015.

Sincerely, Mary L. Vaheetta

Oct. 1, 2014

Dear Mr. Winkle,

Please do not allow All Aboard Florida to borrow money from the Federal Government!

Their plan is going to ruin the "Treasure Coast" of Florida. When it fails, and it will, taxpayers are going to pay.

I write for many here at my Life-Care Community who will support a speedy train west of the small towns that All Aboard Florida does not serve. Vero Beach being one.

32 100 mi hr trains will be an economic disaster for this region.

Respectfully,
Sally G. Turner

VERO BEACH

Mrs. Richard Barclay Tullis
4690 Hamilton Terrace
Vero Beach, Florida 32967

Sept. 24, 2014

Dear Mr. Wuestle

I am totally opposed to All Aboard rail-road project which would be a disaster to our community in every way. including auto traffic boat traffic, realestate values, quality of life, noise pollution, etc

Charlie H. Tullis
(Mrs. Richard B Tullis)

George D. Todd

560 10th Place

Vero Beach, FL 32960-6823

772-770-4360

e-mail – gdt82828@bellsouth.net

September 22, 2014

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

Subject: All Aboard Florida application

Dear Mr. Winkle:

I understand that All Aboard Florida - Operations, LLC (AAF) and Florida East Coast Railway Corporation (FEC) are wholly owned by Fortress Investment Group, LLC, a New York hedge fund.

I have read that the infrastructure upgrade of the FEC system is in progress in anticipation of increased freight traffic as the result of the improvements to the Panama Canal. This work should continue even if the AAF trains are deferred.

There is considerable published opposition to the commitment of any taxpayer funds to the AAF project. I too oppose any governmental guarantees to this project. An agreement by Fortress to let FEC increased profits subsidize the AAF passenger service should solve this problem.

Sincerely,

George D Todd

/t

9/30/14

attn John Wenkle
Federal RR adminstration

a High Speed train from Miami to Orlando and Orlando to Miami even twice a day is a useless endevor. How many people will ride everyday

Money will be paid by the Counties and their people and you know this. It is ridiculus to say it wont be.

The train is another way to spend money and it is not needed.

I disagree with the train and am totally against it

Pat Thurin
Vero Beach, Fl

October 28, 2014
Vero Beach, FL

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

Dear Mr. Winkle.

Please, please do not allow a high speed train to go through communities in the treasure Coast of Florida. In Vero Beach and Sebastian the railroad track and route 1 are right next to each other. Any cars on Rt 1 or business on the opposite side of it would be shaken. When a train went by anything near the track or on it would fly up in the air and land on cars or people on route 1.

No one wants the noise.

Also, it seems unfair to have only some of the citizens be able to get quickly to the hospital.

Very truly yours,

Elizabeth and Lincoln Thompson

Hugh Thompson, Jr., CLU, ChFC, CLTC

One Dove Shell Lane. John's Island
Vero Beach, FL 32963

Phone: (772) 234-4540
FAX: (772) 231-8335

September 23, 2014

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

Dear Mr. Winkle:

Please – please don't let "big cities" (Orlando and Miami) influence the decision re: the fast train debacle between these two cities. It involves trains going through many smaller cities at more than 100 miles per hour about every 30 to 40 minutes 30 times daily. It will likely result in several deaths each year, not to mention having railroad crossings going up and down almost constantly. Unbelievable!

Sincerely,

Hugh Thompson, Jr.

HT/mb

Summer Address and Phone

P. O. Box 901, Linville, NC 28646 Phone (828) 733-0509

1 Dove Shell Lane
Vero Beach, FL 32963
September 23, 2014

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

Dear Mr. Winkle:

I can't believe that the government "of the people" and "for the people" can promote a train going through Vero Beach and many other Florida cities at 100+ mph daily about every 30 minutes during daylight hours. Miami and Orlando can say it's good because they only see it start and end there. It's a real catastrophe for all other Florida citizens.

Sincerely,

Ann C. Thompson

Ann C. Thompson

Sept. 30, 2014
15 Vista Palm Lane
Apt. 107
Vero Beach, FL 32962

As a unit owner and resident of Vista Royale, which is directly effected by the increased in rail traffic, and will be subject to the full brunt of the noise pollution, and the separation from emergency services, located west of the RR tracks, I and many of the 2200 residents and voters in this community ask the commission reconsider the request from AAF, and deny all applications. We are in full support of our Board of Directors resolution.

Ruth G. Tempel
Harold A. Tempel

RESOLUTION

BE IT RESOLVED THAT the Vista Royale Board of Directors, representing a senior community of 1512 condos in Indian River County, bordering Route 1 and the current current railroad tracks, is overwhelmingly against the All Aboard Florida proposal to add tracks allowing up to 32 passenger trains a day, traveling at high speeds, very close to our community. There are presently 3 railroad crossings (Oslo Road, 1st Street and 4th Street) that will be directly affected by the planned tracks and trains, limiting our access to emergency services, shopping and daily travel throughout Indian River County, as well as the safety issues associated with the additional trains.

RESIDENTS of Vista Royale are presently disturbed by the existing train noise throughout the day and night, and any additional trains and noise associated with them will only exacerbate this level of disturbance and severely limit our peaceful use of the many outdoor activities we currently enjoy. We are also concerned that Vista Royale's properties will decline in value because of the diminished access to our community and the increased noise generated by the high speed trains.

WE request you utilize all of your efforts to STOP THIS TRAIN PROJECT FROM GOING FORWARD.

September 21, 2014

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

Dear Mr. Winkle,

Due to the environmental impact of All Aboard Florida, I am opposed to the project of 32 high speed trains passing through South Florida.

Caroline McNair

Caroline McNair
2000 S. Ocean Drive 301
Fort Lauderdale, FL 33316

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

Dear Mr. Winkle,

I am writing to voice my opinion regarding the All Aboard Florida transportation proposal through the Florida Treasure Coast region.

For many years the FEC, who I am assuming would stand to generate income for the All Aboard Florida traffic on its railway line, has not maintained the drainage structures under the railroad. Many of the existing structures are depleted to the point where they are either rusted out or rotten and are in dire need of repairs.

FEC has done a poor job maintaining these important structures which are necessary for keeping large tracts of land and subdivisions with thousands of home sites drained properly during large rain events and especially during hurricanes events.

I have tried to work with railroads in the past to resolve drainage problems but their bureaucratic process takes you into a black hole to nowhere.

I believe that requiring the FEC to make a full evaluation of their structures, and coordinate with each the County's drainage plan requirements to ensure the structures are adequate for current and future use and needs. Making the needed repairs and improvements to the drainage infrastructure of the railway so it is in peek operational condition, before allowing even more traffic in the future, which would make it even harder to shut down the rail lines to make the repairs, would be the very least the commission should consider.

For this reason I am against the All Aboard Florida plan and believe that if it is allowed, many infrastructure problems will increase the risk of damages to property and life due to the restricting and hindering flows in key drainage canals which will only get worse in the future if not addresses.

Additionally, I want to say that the extra train traffic, noise and vibrations from the increased traffic will have a negative impact on our community and will eventfully result in deaths related to the direct and indirect impact of the increased railroad traffic.

Mr. Larry D. Tarr
557 6th Street
Vero Beach, FL 32962

Ed and Claire Sullivan
655 West Lake Jasmine Circle
Bldg. H, #102
Vero Beach, Fla. 32962

To whom it may concern,

My husband and I chose to follow my parents and aunt and uncle to the quiet and beautiful Vero Beach in our retirement. Our community of homes, villas and condos are on U-S-1 close to the train tracks.

The freight trains going through now are enough noise, we can't imagine more. Our property values took a hit already and the train would be even more deterioration. The fire station and ambulance are also across the track.

Many communities that All Aboard Florida will pass through will receive no benefits.

Though the U.S needs more mass transportation, trains so far are not profitable. There are other areas away from the populated east coast if this is still being considered.

Sincerely
Ed & Claire Sullivan

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:

WHY DOES IT APPEAR TO BE FRUITLESS FOR TAX PAYING, LAW ABIDING AND CONCERNED CITIZENS TO WANT TO PROTECT THEIR RIGHT TO ENJOY THEIR HOMES, COMMUNITIES AND OUR LIVES.

THE PASSENGER SERVICE APPEARS TO SO MANY TO BE A SHAM. THE PROFITS ARE IN FREIGHT. BUT, LETS STAY WITH PASSENGER SERVICE, THE NOISE FROM THE TRAINS, THE VEHICLES THAT MUST SIT WITH ENGINES RUNNING SPEWING OUT EMISSIONS, LACK OF PROTECTION ALONG MOST OF THE ROUTE AND MOST IMPORTANTLY EMERGENCY VEHICLES NOT BEING ABLE TO PROTECT AND SERVE OUR COMMUNITIES ARE MAJOR CONCERNS. PLEASE PROVIDE DUE DILIGENCE AND RENDER DECISIONS BASED ON THE EFFECT OF THIS PROPOSED PROJECT WILL HAVE ON COMMUNITIES ALONG THE ROUTE.

JJS

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	JAMES & CAROL SUGRUE
Address	1784 TAMARIND PL VERO BEACH, FL 32962
email	Please provide your email address if you would like to receive notification when the FEIS is available CJSUGRUE@BELLSOUTH.NET

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.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

People with life threatening situations (Heart Attacks, Strokes, Accidents ,etc) will not be able to get to the hospital, which is located on the East side of the tracks. First responders,
Police, fire fighters even the Coast Guard are all against this plan. Lives will be lost.

More and longer FREIGHT TRAINS are scheduled...two sets of tracks with trains running all the time. Traffic will be backed up for long periods of time.

Our Real Estate values will plum... [illegible] isinesses and for the Home Owners living near and west of the tracks. The Railroad goes right throug[illegible] [illegible]owntown. The noise and disruption will totally ruin our community.

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 our tax base.

The AAF wants the Indian River Taxpayers to pay to create Quiet Zones and then maintain them. There are worries because the history of Bullet Trains shows they have not been profitable. Then who pays?

Mildred B Stirling Oct 5 2014

VERO BEACH

Peter and Sara Stoll
5360 East Harbor Village Drive
Condo 101
Vero Beach, Florida 32967

(772) 778-4455 **(FAX)778-4466**

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

Re: All Aboard Florida

Dear Mr. Winkle:

I am writing this letter to you so that you will know that I disagree with those persons who believe All Aboard Florida is a wonderful project. I believe that in less than five years after completion the total project would be outdated. No one would believe that 80 to 90 MPH trains (on average) are fast.

The key concerns are public safety, emergency vehicle delays to and from their target, marine navigation, lack of experience for railroading projects and financing. That is an awful lot, if not impossible, to overcome.

Why not make use of existing corridors such as I-95 and Florida's Turnpike? Florida East Coast Railway tracks should never be considered for high speed, modern trains which operate in areas never designed for that purpose.

Sincerely yours,

Sara A. Stoll

Peter and Sara Stoll
5360 East Harbor Village Drive
Condo 101
Vero Beach, Florida 32967

(772) 778-4455 **(FAX)778-4466**

Mr. John Winkle
Federal Railroad Administration
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Why not make use of existing corridors such as I-95 and Florida's Turnpike? Florida East Coast Railway tracks should never be considered for high speed, modern trains which operate in areas never designed for that purpose.

Sincerely yours,

Peter S. Stoll

PNS/itm

Hello John,
I live in Vero Beach Fl. It is a Paradise! I live in a development, Waterford Lake's - about ½ mile of the railroad Tracks - If you let This All Aboard Florida to go Thru - this will make my life and the lifes of the people who live here (mostly) retires) mistable - unbearable - I am 82 and love it here I worked hard all my life - am a widow and have 7 adult children - Where will I go at this stage of my life, Please do not let this project go Thru - Why don't they put it in out by 95 or Along the Turnpike - Please

do not let the Railroad destroy our beautiful Fl. Coast line — Please listen to the citizens of this area that will be greatly harmed by this move

thank you

Mary Starvish
1415 10th Manor
Vero Beach Fl.
32960

My husband and my brothers were World War II Veterans

THE ALL ABOARD FLORIDA IT IS NOT A DONE DEAL

Throughout our community, you hear people say "It's a done deal" "To late to do anything about it " Well, IT IS NOT TRUE. The All Aboard Florida Railroad has not received the 1.6 BILLION dollar loan from the Federal Railroad Administration for the leg between West Palm and Orlando.

The residents and business people in our communities DO NOT want this, for many reasons.

Bullet Trains traveling over 100 mi per hour, 32 times a day. HOW MANY STREETS AND HOW FAR AHEAD WILL THEY HAVE TO CLOSE THE CROSSINGS FOR THE TRAIN TRAVELING THAT FAST? ALSO THE FREIGHT WILL BE INCREASED TEN FOLD. THIS WILL NOT ONLY BE PASSENGER CARS.

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More and longer FREIGHT TRAINS are scheduled…two sets of tracks with trains running all the time.

Our Real Estate values will plummet for all businesses and for the people living near and west of the track. The Railroad goes right through our downtown. The noise and disruption will totally ruin our community.

Almost all of our service businesses are west of the tracks, making it a hardship for the beach population to support. These businesses are our tax base.

The Railroad wants the Indian River Taxpayers to pay for the creation of Quiet Zones and then maintain them. There are worries because the history of the Bullet Trains shows they have not been profitable. Who pays then?

Cut Here

Below is the address we all need to send your own or the above letter to ASAP.
By November it may be too late. Please send a letter today

FEDERAL RAILROAD ADMINISTRATION
ATTN: John Winkle Room W 38-31
2100 NEW JERSEY AVE SE
WASHINGTON, DC 20590

If enough people stand up for Indian River and the adjoining counties, we can stop the train as people have done in the Los Vegas to California Bullet Train.

YOU CAN MAKE A DIFFERENCE

Dear Mr. Klein

Everyone says "All Aboard Florida" is a done deal but how can that be when thousands of citizens in its path have protested so vehemently? As in most communities in its path it would cut apart Vero Beach to a disastrous effect making life very difficult as we travel about our town.

Coming from the D.C. Area I know first hand about railroad ridership on the D.C. to N.Y. and Boston route. It is always crowded but is not profitable. "All Aboard Florida" will never be profitable for riders. They will default to their main objective which is to carry freight as soon as the new Canal opens. This is a sleight of hand but fit that should be stopped in its tracks.

Sincerely
Sarah L. Smith
960 Sea Oak Dr.
Vero Beach, Fl. 32963

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

November 20, 2014

I am opposed to the Florida East Coast Railway sending 32 passenger trains a day through the Treasure Coast downtown areas. I am also opposed to the FRA's granting a $1.6 billion loan for AAF. The draft environmental impact statement does not adequately address construction impact, traffic, noise, vibration flood plain planning. The railroad needs to go through unpopulated areas in the center of the state.

The Environmental Impact Study draft states that the overall environment impact of this project would be minimal to our communities and surrounding areas.

In high speed trains on the East Coast near Washington D.C. almost all of the track runs in tunnels or bridges. The track does not run at grade which it does almost the whole way in Florida. There are many, many grade crossings. It can not possibly be safe to have trains traveling at 100 miles an hour race through the center of Treasure Coast towns.

The track will also go right through Jonathan Dickinson Park and the Savannas Preserve. 32 trains a day will truly affect wildlife through that area.

The Fortress Group should not seek government funding. We tax payers do not want to pay for this loan. Especially for something we categorically do not want running through our communities.

At least two hospitals will be affected as emergency vehicles try to get patients to the facilities. Long wait for trains will affect emergency care.

Property values will also be affected by having 30 speeding trains pass by.
The train needs to run out west along the turnpikes where tourist towns do not exist. We DO NOT WANT ALL ABOARD FLORIDA running through the Treasure Coast. It will decimate the Treasure Coast towns without one iota of benefit. It will drain taxpayer dollars.

Thank you,

Christine Smith 1905 Bay Road #213, Vero Beach, FL 32963

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

November 24, 2014

Dear Mr. Winkle: re All Aboard Florida DEIS 9/14/2014

My late husband and I bought a home at Johns Island in 1995. We loved the relatively open space, the charm of Old Vero, the beauty of the environment. and the tranquility. I am very saddened to know that All Aboard Florida is now going to interfere with the all that makes Vero special, by sending an express railroad thru our cherished community. I am very concerned about the safety issue, noise and eventual cost that will be passed on to the residents. Thus I am asking that you extend the deadline for comments to your report from December 3, 2014 for 60 days until February 3, 2015.

There are at least three reasons I am hoping that AAF consider agreeing to this request.

It is complex, brought out by the fact it took AAF at least 4 months longer to issue the report than you originally estimated. There are many items that seem to be missing (archeological areas, minority 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 in Indian River County 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 for seriously considering and hopefully acting on my request.

Best Wishes!

Barbara R. Hauptfuhrer

535 Coconut Palm Road, Vero Beach, FL, 32963

Susan Sharpe

Mr. Winkle,

People are outraged that All Aboard Florida can get away with this kind of deceit. And I am very upset that their plans are going forward. This will not be good for Vero Beach. Please come + visit to see for yourself.

Susan Sharpe
4655 Pebble Bay So.
Vero Beach, Fl 32963

ARTHUR M. SCUTRO, JR.
MARY ELLEN K. SCUTRO
240 ISLAND CREEK DRIVE
VERO BEACH, FLORIDA 32963

October 27, 2014

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

Re: All Aboard Florida proposal

Dear Mr. Winkle,

We are writing in opposition to All Aboard Florida's planned high-speed passenger rail project.

We oppose this project because it will affect the lives and livelihood of Indian River County residents and businesses without providing any long term benefits to the community. The effects include degradation of transportation service at 78 grade crossings and 3 movable bridges, noise that will carry over the Indian river, vibration in nearby homes and businesses, hindrance of emergency response as well as reputational loss from a superior, peaceful community to one that is inferior to the train's destination points; hence, a devaluation of real estate. While there will be short-term employment for crossing upgrades, the project provides no long term employment in this county, but does provide substantial employment at the destination points.

We also oppose this project because the developer made a conscious choice to use this rail line rather than the more centrally located, more remote and more direct rail line available to the west.

Thank you for consideration of our views.

AM & ME Scutro

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

Send an email to
aaf_comments@vhb.com.

RE: ALL ABOARD FLORIDA Project NOVEMBER 26, 2014

SUCCINTLY EXPRESSED COMMENTS FROM A MULTITUDE:

1) DEATHS - SUFFERINGS - AND LAWSUITS FROM DELAYED EMERGENCY VEHICLES

2) UNBEARABLE NOISE AND VIBRATIONS AND DIESEL FUMES FROM 32 ADDITIONAL TRAINS PER DAY, FOR SEVERAL MILES FROM TRACKS.

3) TREASURE COAST/COMMUNITIES OF INDIAN RIVER, ST. LUCIE AND MARTIN COUNTIES "CUT IN HALF" by ADDED 32 TRAINS PER DAY, AFFECTING LIVELIHOODS, SHOPPING FROM UNBEARABLE DELAYS.

4) SEVERAL NON-INVASIVE ROUTES AVAILABLE!

SUGGSTIONS AND SOLUTIONS

1) DELAY APPROVALS TO ALLOW TIME TO INVESTIGATE ALTERNATE ROUTES

2) REQUIRE DETAILED STUDIES, COSTS, FULL INVESTIGATION OF THE PREFERABLE ROUTES AVAILALBE FROM CSX, I-95 R/W, TURNPIKE R/W

3) ALTERNATE ROUTE WEST OF TREASURE COAST (AT LEAST) WOULD TOTALLY AVOID VEHICLE CROSSINGS, BE WELCOMED BY TREASURE COAST RESIDENTS AVOID FIRST ITEMS ABOVE #1, #2, #3

I-95 ROUTE WAS MOVED WEST FROM ORIGINAL ROUTE FOR SIMILAR REASONS A FEW YEARS AGO.

SCHWEY REALTY

1958 33RD AVENUE
VERO BEACH, FORIDA 32960

Polly E Schwey

(772) 562-8722 PH
(772) 562-1579 FX

E-MAIL: schweyrealty@bellsouth.net

SERVING INDIAN RIVER COUNTY OVER FORTY YEARS

Indian River County
Chamber of Commerce

DATE: November 5, 2014
To: Federal Railroad Administration
FROM: Penny Chandler, President
Indian River County Chamber of Commerce
1216 21st Street
Vero Beach, FL 32960
772-567-3491
director@indianriverchamber.com
RE: Draft Environmental Impact Statement
PROJECT: "All Aboard Florida"

Overall DEIS review summary and comments: After review of the DEIS for All Aboard Florida (The Project), we believe it is inadequate. The information regarding Indian River County, Florida and its communities that will be impacted by All Aboard Florida – Sebastian, Gifford, Vero Beach as well as the county along or near the railroad is incomplete.

Support information and appendices are missing from the report. Reputable local historians and cultural heritage experts from Indian River County were never contacted. The DEIS attempts to pass off contacts used in the southern portion Phase 1 of the project (Palm Beach to Miami) as representing and commenting on Indian River County. This is unacceptable, the representation is inaccurate, and the study not at all reflective of our cultural heritage information.

The document is inadequate in addressing primary concerns of the project on our cultural heritage sites, mitigation during demolition and construction of the San Sebastian Bridge, wildlife, social justice and the treatment of the Gifford community, and businesses. Many of the assumptions made in the DEIS are unsupported. Some statements in the report are in conflict with statements made in other parts of the report. Some of what is in the report does not match what has transpired in discussions with All Aboard Florida representatives in our community. For instance, the Gifford community was not told about the impacts the All Aboard Florida project will have in their community.

Indian River County is a *"Donor"* county to this All Aboard Florida project. There are no direct positive economic benefits to Indian River County, Sebastian, Florida, or Vero Beach, Florida and including the Gifford community.

The Indian River County DEIS community meeting held on November 5, 2014 at the Indian River State College, Mueller Center was a representation of those

items that All Aboard Florida desired to discuss and not necessarily those items of critical importance to the members of the Indian River County community. The project maps that were displayed by Federal Railroad Administration at this community meeting did not even have the names of the towns in Indian River County that will be impacted by All Aboard Florida project! For the record, those towns are Sebastian, Florida and Vero Beach, Florida.

Photo of map on display at public meeting is shown below:

We urge that the Federal Railroad Administration, the All Aboard Florida consulting firm, and All Aboard Florida principals Final EIS incorporate provisions that will address the issues outlined in this DEIS response document and in every other DEIS response document provided by all agencies, organizations, individuals, and governments in Sebastian, Florida, Vero Beach, Florida and Indian River County, Florida.

COMMENTS AND CONCERNS

From the Summary
S-18 last paragraph, states *that "The Project will not adversely affect ("use") and public parks, recreation areas, or wildlife refuges. Collectively, these properties are protected under Section 4(f) of the department of transportation Act, as are historic properties."* On page S-19 the text continues stating *that "The existing N-S Corridor bisects two of these Section 4(f) recreation resources" and names "Hobe Sound National Wildlife Refuge and Jonathan State Park."*
RESPONSE: It fails to recognize that historic Pocahontas Park, the Heritage Center and the Vero Beach Community Center which are all located in an historic park. The document does not include any input from local authorities at Indian River County, Sebastian or City of Vero Beach.

- **How will the consulting group address the obvious lack of communication with the Cities of Vero Beach and Sebastian, Indian River County government and local knowledgeable organizations and individuals?**

S-19 Visual and Scenic Resources states that *"veiwsheds along "N-S Corridor would remain primarily unchanged."*
RESPONSE: This area of the document addresses mostly those areas along SR528 while barely noting the railway immediately adjacent to US 1 that runs from Titusville (in Brevard County) through Wabasso (in Indian River County).

See map and information below and on next page of Indian River Lagoon National Scenic Byway which was taken directly from U.S. Department of Transportation, Federal Highway Administration website for "America's Byways. According to this U.S. Department of Transportation website: http://www.fhwa.dot.gov/byways/byways/16199/maps

Indian River Lagoon National Scenic Byway

National Scenic Byway • Florida
Length 150.0 mi / 241.4 km
Time to Allow Take four hours to drive or two days to enjoy the byway.
Fees There are no fees to drive the byway; however, some of the state and federal lands charge park fees.

The Indian River Lagoon National Scenic Byway gives access to a National Estuary providing habitat to more species than anywhere in North America. History buffs, bird watchers, anglers, surfers, swimmers, boaters, and vacationers will find excitement at a national seashore, wildlife refuges, state park, museums, the Kennedy Space Center, beaches, and waterways.

Continued Response: Our County's economy is deeply rooted in a thriving eco-tourism industry. The Indian River Lagoon is a tourism generator from activity on the lagoon itself to the Scenic Byway mentioned here. According to Florida Atlantic University Harbor Branch, the lagoon "stretches along 40% of Florida's east coast and yields an estimated $3.7 billion annual economic impact for the state."

- All of the above information should be included in the EIS.
- "viewshed" impacts should be acknowledged and mitigation named.

Section 4: Affected Environment

Land Use and Transportation

Section 4 Appendices have been omitted from the DEIS.

- Why?
- How will this be corrected?
- Public opinions on certain sections are difficult to make without appropriate support information.

Omitted appendices:

- 4.1.1-A Existing land use maps
- 4.1.3-A USCG cooperating agency acceptance
- 4.1.3-BUSCG jurisdictional determination
- 4.1.3-C Navigation discipline report
- 4.2.4-A Potential contaminated sites aerial photographs

- 4.3.1-A USCG Coordination meeting notes August 12, 2013
- 4.3.3.-A Characteristic plant species
- 4.3.5-A EFH assessment
- 4.3.6-A Rare species survey reports rare species consultation areas
- 4.4.2-A Minority populations
- 4.3.6-B Poverty populations
- 4.4.5-A SHPO consultation materials
- 4.4.5-B Cultural resources proximate to the project corridor
- 4.4.6-A Noise and vibration contours

Physical Environment

4.3.3 Natural Environment/Wetlands

The DEIS does document direct and indirect impacts to wetlands, protected species, and habitats.

RESPONSE: However,

- **the DEIS is inadequate for proper review because no N-S Corridor FLUCCS maps or habitat and wildlife impact area maps were provided at a proper scale to verify conflicts between the proposed railroad improvements and the habitat type or associated species.**
- **There was no wetland maps shown to verify were track expansions and passing lanes would conflict with isolated wetlands.**

4.4.5 Cultural Resources

Table 4.4.5-2 Certified Local Government/Local Informant Contacts Regarding Potentially Locally Designated Cultural Resources.

RESPONSE:

- **No one from the public or private sector in Indian River County, City of Sebastian or the City of Vero Beach was contacted for information regarding cultural resources.**
- **County authorities were completely overlooked.**
- **This table names Brevard, St. Lucie and Palm Beach County only.**
- **This is incomplete and inadequate information.**
- **Who will be contacted in Indian River County to provide this information?**
- **How will the consultants incorporate this information into the EIS?**

Further, 4-122 states *"Normally, archeological and other below ground resources will be affected by ground disturbing activities…"* as compared with above ground and that survey methods differ because of those differences. At the bottom of 4-122 it addresses the N-S Corridor and *says" the Area of Potential Effect was limited to the footprint of subsurface activities within the existing approximately 100 foot wide FECR Corridor. The historic resources APE included the N-S Corridor as well as 150 feet on either side of the N-S Corridor to allow for consideration of indirect impacts."*

RESPONSE: ***Archeological Site Significance:*** **The Old Vero Ice Age Site is west, east and under the FEC tracks. Recent excavations by Merceyhurst at a location immediately adjacent to the railroad have uncovered meaningful artifacts and information from the "Vero Man" Sites that continue to support that people and a large variety of extinct animals were in Vero 12,000 to 14,000 years ago. The local continued archaeological activities are essential for providing further information about the earliest inhabitants of the world as well as Florida. In the future, we believe the positive impact on the scientific community, as well as on Florida, Vero Beach and the region, will be profound.**

This archeological site has been found eligible as a national historic site. The site will also most likely be considered as a potential World Site as a bone etched with a mammoth found near this site and was authenticated to be over 12,000 years old demonstrating that humans and animals coexisted in Florida during prehistoric times. The art has been declared by top anthropologists as the *"oldest, most spectacular and rare work in the America's."*

Other archeological findings have been made at additional sites along the FEC tracks going northward from the Merceyhurst site at the Main Relif Canal through Gifford ("Gifford Bones" site) and into Sebastian.

Plans for this AAF project have not been developed to a point where our community can comment. As a result, we do not know what impacts there will be on specific archeological sites. For instance, there has been no bridge plan for the area at the location of the Old Vero Ice Age Site.

- **The "Gifford Bones" site is not addressed or identified. Therefore no mitigation is issued. Should be included in the report.**
- **Impacts and the mitigation of impacts from All Aboard Florida on these areas is not addressed but instead completely overlooked or ignored. Site identification, impacts of All Aboard Florida laying added tracks and the additional vibration and mitigation of same needs to be noted in the final report.**
- **Other sites along the track ridge are known. How will these important sites be accessed for archeological study?**
- **Sites along the canals and the bridges are at most risk. How will these be handled during Phase 2?**
- **How do we make further comments about this if the bridge plans for the location of this archeological site are not complete and available to the public?**
- **How will information about the archeological sites in Indian River County be included in the EIS?**

COMMENTS
4.4.5.1 Methodology
Page 4-124

Consultation

This page recounts meetings between AAF and SHPO. It appears there were several determinations established:

- March 28, 2013 SHPO meets with AAF and determines that the need to coordinate with historic preservation planning representatives for the West Palm Beach to Orlando phase of the project "was not warranted."
- DEIS states that five public "scoping" meetings were held and that those meetings "provided adequate opportunity for consultation."
- "SHPO determined that no additional separate Section 106 meetings were necessary."
- Evidently "scoping" meetings were held in other counties but not in Indian River County. And, in Indian River County there were no public notices for "scoping" meetings outside our county.
- Appears the only archeological site identified in the DEIS in the way of the Project is located in Hobe Sound National Wildlife Refuge.
- We learned that Janus research contacted five CLGs and local informants. NONE in Indian River County. We understand these "determinations" went on before the DEIS was released.

Response: Indian River County was completely ignored in this part of the process. Local representation was totally dismissed without further consideration or notification to local representatives. There were no "scoping" meetings held and no publicly advertised "scoping" meetings in Indian River County while there were dozens of such public notices in Ft. Lauderdale, Orlando and Miami. This oversight completely undermines this part of the Section 106 (National Historic Preservation Act), Section 4(f) Federal Transportation Act, and the EIS process.

- **How will FRA and AAF address and correct this oversight?**
- **How will Indian River County be included at this point in the overall DEIS process?**
- **It appears that, at the highest levels, the "standard" NEPA process was somehow mixed with the "integrated" method. To our knowledge, this is the first time this has been done. Why?**
- **We are very concerned about the lack of outreach to [only] CLGs and [certain] local informants and believe this denigrates the DEIS process and intent of benchmarked historic preservation guidelines.**

Section 5: Environmental Consequences

Land Use, Transportation and Navigation

5.1.1 *While the DEIS indicates little or no adverse impacts and states that Indian River County supports efforts for passenger rail,*

RESPONSE: It does not indicate the passionate opposition Indian River County Government, Sebastian City Government, Vero Beach Government, and others have for this project which is not simply about "passenger" rail service but also to deliver increased freight services and the impacts of that freight service on the community.

- **Indian River County adopted a resolution opposing All Aboard Florida and does not believe the Project fits into the planning for this community.**
- **Indian River County Chamber of Commerce endorses the County's resolution opposing the project.**

On page 5-5 the DEIS states *"The MCO Segment and N-S Corridor under the Action Alternatives would not bisect any privately owned properties…"*
RESPONSE: However, the project will completely bisect the City of Vero Beach, its residents and its medical and business services.

On page 5-6, Table 5.1.2-1 regarding grade crossings refers to the highest volume intersections in Indian River County at Oslo Road and SR 60 east and west. Page 5-12, Table 5.1.2-4 indicates that passenger rail will travel at 106.6 mph through Indian River County which includes these 3 highly traveled intersections/crossing. Page 5-8 mentions that *freight will see an increased length in trains but states that there will be "minor" roadway closures and "minimal" impacts to existing conditions.*
RESPONSE: These statements fight with one another and it is clear there will be significant negative impacts to crossings themselves, delays in traffic due to crossing closures, and significant impacts all of the above will have on our residents, public safety equipment, employees, goods being transported, school bus and Senior Resource GoLine public bus schedules, and visitors traveling east and west in our community.

Although the DEIS is triggered only by the All Aboard Florida passenger rail request for a RIF loan, the DEIS does note that FEC freight traffic (once the FEC line is double-tracked and the Panama Canal is opened) will increase. Vibration levels as indicated in the Table 5.1.2-4 clearly state that current number of freight is 22 per day traveling at 54.2 mph and the proposed passenger will be 32 trains per day t(to start) at 106.6 mph.

- **The vibration issue should reflect the identification of the additional freight and mitigation measures should be identified.**

Senior Resource Association public bus GoLine: Increased rail crossing closures may present an obstacle in adhering to transit schedules.

- **Will FEC and All Aboard Florida be required to coordinate with all public and private local fixed route providers in the corridor to minimize these impacts?**

48% of Indian River County population is over the age of 50. Increased rail crossing present a concern for this population to be on time for medical appointments. There is an added risk component to rail crossing since the horns will be on a static pole with reduced horn sound. Individuals with decreased hearing abilities and other handicaps will be at a greater risk in an attempted crossing when a train is approaching.

bone etched with a mammoth found near this site and was authenticated to be over 12,000 years old demonstrating that humans and animals coexisted in Florida during prehistoric times. The art has been declared by top anthropologists as the *"oldest, most spectacular and rare work in the America's."*

There are additional documented archeological sites located in the northern, northeastern and mid sections of Indian River County. The DEIS has not dealt at all with any archeological finds in Indian River County. And there have not been contacts made with those in Indian River County who are knowledgeable to comment.

- How will the consultant address the remaining archeologically significant sites within Indian River County and describe mitigation of damages to those sites?
- Other response questions on this topic are named in response above 4.4.5

Natural Environment
5.3.6.2 Environmental Consequences
It is specifically stated *that "scrub jay meta-populations were not fully evaluated."*
RESPONSE: Scrub Jays are vulnerable to mortality due to collisions with moving vehicles. This is inadequate for proper review and decision making. Habitat loss, incidental take, and mitigation should also have been discussed.

- Why wasn't this information fully evaluated?
- It is necessary that the Final EIS and the All Aboard Florida project substantively address Scrub Jay mortality and incidental take due to collisions with train sets in the Final EIS?

The DEIS relies on mitigation banking for wetland impact compensation.

- There are not available mitigation banks in all water management basins, therefore if there are areas of isolated wetland impacts in some areas of the project no mitigation is available as proposed.
- This is inadequate and lacking in information as presented.

5.3.3 Wetlands
Page 5-81-91
This section addresses and identifies wetland governing regulations and discusses the types of impacts. Several instances where it states minor or no impacts.

RESPONSE:

- **The consultant needs to address/confirm available appropriate wetland mitigation banks for each wetland type per impact basin individually.**

5.4 Social and Economic Environment

Page 5-48 states in the first paragraph that the project will result "in an increase in future noise levels and the potential for noise impacts."

RESPONSE: It is our opinion that this will result in increased difficulty to maintain and operate businesses efficiently and effectively at or within 100 feet of all crossings/intersections of the railway. The increased noise and vibration will be coupled with additional noises and vibrations from sounds emitted from the wayside horns.

- **There are no maps available and no back up provided in the DEIS that demonstrate the amount of land owned by FEC.**

About 100 yards from the US 1 Ponce de Leon intersection in Vero Beach are over 150 residents, mostly elderly who will also be inflicted with noise from the wayside horns.

The DEIS further states that "the Project will not displace any businesses (page 5-127)" and that the "Project would have beneficial regional economic impacts from increased economic activity, tax revenues, construction jobs, and associated spending."

RESPONSE: Economic Impact:
As an example, the pet store (Cindi's Pet Center) located at 721 US 1, Vero Beach is immediately adjacent to the 7th Street crossing. The shop will most likely need to be relocated or will close due to the increased noise and vibration impacts on fish, reptiles, birds and dogs.

5.4.1 Communities and Demographics, 5.4.1.1 Environmental Cosequences

Page 5-121 of the DEIS states that *"would not result in residential displacement, neighborhood fragmentation or loss of continuity between neighborhoods."*

RESPONSE: While this statement may be true in 2014, Table 5.1.2-4 clearly shows an increase to the total number of trains to 54 daily in 2019 (4 years from now). This table also shows that the 32 passenger trains are moving through Indian River County at speeds over 106.6mph and freight at 54.2 mph in 2019. Of particularly concern are the elderly drivers and those who depend on foot or bicycle to cross over the tracks to get to medical appointments and go to their place of employment.

- **The argument that the rail line has already been in place and creates no changes simply is not acceptable when both the number of trains and the speed at which they will travel more than doubles by FEC estimates by 2019. Does not compare apples to apples.**

- **How will these facts presented in the DEIS (above) not change neighborhood continuity?**
- **What will be the impact on property values and desirability of neighborhoods near the tracks?**

5.4.1.2 Indirect and Secondary Impacts

On page 5-123 the DEIS the writer describes population and transit growth in South Florida. It goes on to state that All Aboard Florida would be an improvement to address roadway congestion and increase the ability to transport people between major South Florida cities.

RESPONSE: This section only addresses issues from West Palm Beach through Miami. Statements made in 5.4.1.2 do not reflect the northern Phase 2 past of the project. While this may be true between Palm Beach and Miami, it is not at all factual for Brevard, Indian River, St. Lucie and Martin Counties. There are no stops in any of these four northern route counties. These four counties are *"donor counties"* with no immediate or near-future consideration for any benefit but will encounter tremendous loss of mobility, peace and quiet and quality of life with an additional 32-passenger trains and estimated doubling of freight.

5.4.2 Environmental Justice

Page 5-123 it is stated that this section describes the potential effects to minority and low-income populations *Page 5-121 of the* DEIS states that *"would not result in residential displacement, neighborhood fragmentation or loss of continuity between neighborhoods."*

RESPONSE: Again, this statement does not hold up and will no longer be factual when an additional 32 passenger trains a day are blowing through Indian River County at speeds of 106.6mph in 2019. (Table 5.1.2-4)

According to the local history book "*Hibiscus City*", When Henry Flagler built the rail line there was a dispute with the John T. Gifford family over land Flagler wanted for his railroad. To retaliate for the delay of the desired rail extension, Flagler's surveyors named a small labor camp, an exclusive Negro community, "Gifford." Today, Gifford remain a largely non-Hispanic black and low-income population (average annual wage $20,373 2012 U.S. Census) with many struggles. The area has maintained 2 and 3 tracks and is the only area of Indian River County that continues to see long delays from stopped trains.

Within yards of the tracks through Gifford are-

- **a number of homes within 50-yards of the tracks,**
- **nearby schools,**
- **a medical center,**
- **and businesses and employment located in close proximity to the railroad tracks.**

The additional passenger and freight trains that are anticipated will have an increased negative social impact on this small black community and as stated *on page 5-48 of the DEIS in the first paragraph –* *"this project will result "in an increase in future noise levels and the potential for noise impacts."*

Representatives of the Gifford Progressive Civic League are very concerned about the additional trains, both freight and passenger, and the on-going impact this will have on all emergency services to and from their small community. Currently, this area of the county already has more than one track and experiences longer delays and trains stopping than is experienced in other parts of Indian River County.

Neighborhoods within the Gifford community, and for that matter elsewhere in the County, have developed their own "unofficial crossings." A number of school children considered "walkers" cross the tracks to attend school in Gifford.

- **How will the DEIS and AAF address these "unofficial neighborhood crossings"?**

Children have been fascinated with trains and speed for decades. Starting with "Thomas the Train" *children love trains!* Children within any part of our community have grown accustomed to the speed of the local freight trains. They can judge their "timing" with approaching freight trains moving 35-45 mph. It is a fact that looking down the tracks it is extremely difficult for pedestrians to judge how quickly the passenger rail will approach going speeds 80-100mph and faster.

There is nothing in the DEIS that we can find that describes how AAF will provision for safety in these crossing areas. It is recognized that all areas along the tracks can not be fenced.

- **How will AAF accommodate for children and other pedestrians in those "unofficial pedestrian crossing" areas?**

In order to comply with the Civil Rights Act of 1964 and the Federal desegregation of schools, school districts are divided by zones. Gifford children are bused (long-runs) to accommodate Federal desegregation regulations and to raise the numbers of African American children attending other neighborhood schools. This causes a disproportionate effect to Gifford students more so than other neighborhoods outside of the Gifford community. Intersections at 45th and 49th Streets are of concern because the children are bused over these intersections twice daily in order to reach their designated out of neighborhood school for Federal compliance reasons.

- **What special care will be used by AAF at those intersections to mitigate for the possibility of accidents with school buses?**

5.4.3 Economic Conditions

While the DEIS page 5-127 says the Project will not reduce municipal property taxes that is yet to be seen. The DEIS only addresses properties acquired by AAF.

RESPONSE: Florida East Coast and All Aboard Florida are not in the position to determine if property values or property taxes would decrease. Property values are driven by the marketplace which will determine what the private sector will be willing to pay for properties near the tracks and that will have an impact on those privately owned properties.

The DEIS further states that "the Project will not displace any businesses (page 5-127)" and that the "Project would have beneficial regional economic impacts from increased economic activity, tax revenues, construction jobs, and associated spending."

RESPONSE: This is a broad and generalized statement in which the DEIS consultant is referring to the southern portion Palm Beach to Miami segment of the N-S project corridor.

- **This statement does not apply to Martin, St. Lucie or Indian River Counties.**

There are no stops, no appreciable economic activity, no tax revenues, no jobs, and no appreciable associated spending that will occur in Indian River County. All increased economic activity and the benefits from such activity will occur from Palm Beach to Miami. And all employment from additional laying of tracks, in all areas of the project are temporary.

The results of a recent survey of our Chamber of Commerce membership shows that-

- **68% of our businesses believe their business operations will be negatively impacted by the Project.**
- **59.4% believe that their customers coming to their business will be negatively impacted.**
- **60.3% strongly oppose All Aboard Florida**

"...freight traffic on the FECR (Florida East Coast Railroad) Corridor is predicted to increase. FECR operated 24 daily trains in 2006 and had projected growth of 5-7% between today and 2016. However, due to delays in the expansion of the Panama Canal and other factors, it is now expected that freight operations will increase from the current number of trains (now 8 to 10 daily) to 20 trains per day by 2016, and at a 3% annual growth after 2016."

RESPONSE: 71% of business survey respondents say the added 32 passenger train a day will have a negative impact on our country.

Some comments from our business members-

- *"If these statistics are accurate I believe it will increase traffic and wait times for east/west motorists."*
- *"Rail service is key to the success of any port - you can't move boats on land. So I believe that this really is about increases in freight. They won't run 32 passenger trains a day if only a dozen or so people are on them."*
- *"Traffic to and from my store will be held up numerous times daily as the trains pass thru Vero."*
- *"My business property is next to the RR tracks -- Noisy -- distracting -- DANGEROUS to allow 100+ MPH train where 55 MPH is currently the speed limit. 55 MPH is fast enough."*
- *"Time allowances getting to and from our clients will be negatively affected for all outbound business associates."*

As stated earlier-
RESPONSE: Economic Impact:

- As an example, the pet store (Cindi's Pet Center) located at 721 US 1, Vero Beach is immediately adjacent to the 7th Street crossing. The shop will most likely need to be relocated or will close due to the increased noise and vibration impacts on fish, reptiles, birds and dogs.

Table 5.4.3-1 Summary of Economic benefits-
Page 5-128 under Action Alternatives A, C, and E states "The Project would increase fede5ral, state, and local government revenues and have other direct economic benefits to local populations." (References Washington Economics Group)
RESPONSE:

- There are no direct economic benefits to Indian River County.
- The information in this table is inadequate and does not support a "direct economic benefit" at local levels for those counties that do not have a stop or long-tern employment relating to the Project.
- We recommend that the consultant provide a similar table showing the DIRECT benefits county by county from "increased economic activity, tax revenues, construction jobs, and associated spending" as stated on page 5-127 of the EIS.

5.4.5 Public Health and Safety
This section addresses removing cars from highways i.e. *"fewer vehicle crashes and fewer air emissions"* page 5-131.
RESPONSE: Our business community survey respondents reported that-

- 70.1% stated that the Project will create vehicle and pedestrian safety issues
- 63.4% have concerns about emergency services access.
- 39.4% local ability to deal with potential rail accidents.

5.4.5 Cultural Resources

Page 5-137, bottom of page, states *"The Project would have no direct or indirect effects (noise, vibration, change in setting) to the historic resources located adjacent to the N-S Corridor. It further states, page 5-138, that "All cultural resource investigations were conducted in accordance with Section 106 of the NHPA and its implementing regulations for protection of Historic Properties (36CFR part 800)." And ends with "The methodology for the balance of the N-S Corridor was consistent with that used in the 2012 EA."*

Response:

- **The above referenced paragraph describes how the MCO segment and the E-W Corridor was addressed by SHPA in consultation with FRA. It refers to the EA which was done for Phase 1 West Palm Beach to Miami not Phase 2 Martin County through Brevard County.**
- **This is inadequate as Pahe 1 and Phase 2 are not equal comparisons but very dissimilar.**

In Indian River County there are the Old Vero Ice Age Site and other archeological sites as already reported. Historic sites including the Holstrom property (house and barns), and others.

- **Halstrom property (house and barns) on National Register of Historic Places**
- **No one from Indian River County was consulted for information.**
- **In the "North-South Corridor" info, no mention of sites in Indian River County.**
- **Appears all communication was with SHPO.**
    - **Why was no one contacted in this part of Pahe 2? On page 5-141 it notes Phase 1 of the project from Miami to West Palm Beach.**
- **Hobe Sound and Fort Capron mentioned but no sites in Indian River County.**
- **This section is incomplete and inadequate.**

Not acknowledged or discussed in the DEIS:

- **Old Town Sebastian Historic District East***
    - **on National Register of Historical Places (2003).**
- **Old Town Sebastian Historic District West*:**
    - **on National Register of Historical Places (2004)**
- **Why were impacts of vibration, noise, safety, and viewsheds not included in DEIS?**

Section 6: 4(f) Evaluation

6.4.2 St. Sebastian River Bridge The applicant indicated the Sebastian River Bridge Table 1-1 is located in Brevard County.

RESPONSE: The bridge is also partially located in Indian River County and will have environmental impacts in Indian River County.

- **Demolition and construction impacts should be addressed.**

A shell midden site is reported in or adjacent to this bridgehead.

- How will AAF work in and around this archeological site?

This bridge is determined eligible for NRHP by SHPO

6.4.1.4 Measures to Minimize Harm and Mitigate Impacts

This section discusses AAF will conduct historic research, prepare an Historic American Buildings Survey, Historic American Engineering Record and consult with SHPO prior to demolition.

RESPONSE: The St. Sebastian River is a tributary of the Indian River Lagoon. The Indian River Lagoon has for the last several years been the issue of highest importance to all the N-S corridor counties from Brevard through Martin County. Any construction of new bridges to replace the existing historic structures will cause unintended negative ecological impact to the San Sebastian waterway and its habitat for fish and other wildlife in the vicinity. Therefore, will have negative impact on the Indian River Lagoon.

For the sake of those in our communities who are concerned about environmental impacts that will include negative impacts on our eco-tourism, this section of the EIS should include a detailed description of how AAF will mitigate environmental damages to the river bottom, fish and wildlife habitats in and around the bridge location and how mitigation and minimization of harm will be handled during all phases of bridge construction.

Areas of the EIS rely on mitigation banking for wetland impact compensation. There are not available mitigation banks in all water management basins. For instance, the eastern part of Indian River County is in Basin 22 St. Johns River Water Management District and has no freshwater wetland mitigation bank currently operating. There is not a currently authorized Basin 22 mitigation bank, and so there are no mitigation credits available to offset impacts to freshwater wetlands within this basin.

If there are areas of isolated wetland impacts in some areas of the project no mitigation is available as proposed. This is inadequate as presented.

See map inserted below:

Basin22 .pdf

This section of the report should reflect that it can reasonably be expected that adverse impacts to manatees will result from St. Sebastian River bridge demolition/construction, as well as the increased frequency and speed of proposed AAF rail traffic. The C-54 canal (historic West Prong of the St. Sebastian River) is a major warm water aggregation area for manatees; thus, the bridge site is in an area of high manatee use. The DEIS states that during demolition and construction of the St Sebastian Bridge, siltation barriers will be used around the construction site that would not impair manatee movement.

- Additional mitigation and caution may be required to allow the manatees to access warmer water in the event of cold weather.
- An aerial overlay should be provided onto the Track Chart 3.3-B4
- When asked at the public meeting held in Indian River County "how will mitigation be described in the final EIS?, the consultant at that station indicated "all of this will be addressed in the project permitting process." That means he expects this to bypass the EIS and go straight to permitting further demonstrating that the public meeting was no more than an FRA dog and pony show. This should be addressed in the EIS.

Demolition and Construction Noise: When source levels are greater than the thresholds, there are impacts to the organisms. That can be calculated and should demonstrate the distances to which those effects may extend.

- How will noise vibrations via water be addressed and mitigated for in regard to damages to habitat and breeding of species of fish and breeding within this waterway?
- What are the statistics of the level of noise and vibration carried from the bridge construction areas in the St. Sebastian River into the Indian River Lagoon?
- How will AAF research and accommodate for cumulative sound exposure from pile driving noise and vibration during the construction of the new bridge?
- How will AAF determine if noise from the installation of piles has the potential to negatively effect fish, turtles, and manatee?
- How will these source levels be compared to known thresholds?
- How far will the harmful noise and vibration travel before attenuating below threshold values?
- Please gather information and explain in the EIS: How will rust from the demolition will be mitigated?

Section 7: Mitigation Measures and Project Commitments
7.2 Project Commitments
7.2.11.1 West Indian Manatee Mitigation Measures
RESPONSE: This section of the report should reflect that it can reasonably be expected that adverse impacts to manatees will result from St. Sebastian River bridge demolition/construction, as well as the

Nichols, Nancy

From: Falls, Monte
Sent: Wednesday, November 26, 2014 2:28 PM
To: Nichols, Nancy
Subject: FW: Chamber comments
Attachments: Chamber response.pdf

From: Penny Chandler [mailto:director@indianriverchamber.com]
Sent: Tuesday, November 18, 2014 4:41 PM
To: O'Connor, Jim; Falls, Monte; Vock, Tammy
Subject: Chamber comments

Attached are our comments on the DEIS. This was approved by our Board of Directors yesterday.

Penny Chandler
President
Indian River County Chamber of Commerce
772-567-3491
www.indianriverchamber.com

Nichols, Nancy

From:	Falls, Monte
Sent:	Wednesday, November 26, 2014 2:27 PM
To:	Nichols, Nancy
Subject:	FW: TIC response to FRA DEIS
Attachments:	TIC_draft_to_DEIS.docx

From: sisustarfish@aol.com [mailto:sisustarfish@aol.com]
Sent: Wednesday, November 26, 2014 1:37 PM
To: graves.amelia@gmail.com
Cc: Vonada, Joyce; Falls, Monte
Subject: TIC response to FRA DEIS

November 26, 2014

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

Attn: John Winkle

Dear Mr. Winkle:

The Indian River Neighborhood Association is a non-profit, non-partisan organization dedicated to quality of life matters throughout our County.

Earlier this year we brought together organizations and local governments experiencing significant concerns about impacts from All Aboard Florida which represents the establishment of high speed passenger and expanded freight rail services proposed to run through our County without stopping.

We formed the Train Impact Coalition (TIC) and for your information a list of participants is included below. Our singular purpose was to protect our communities from any potentially negative impacts by All Aboard Florida. Our intent was to do so by inserting our concerns, as allowed by law, into the federal process which would release the Draft Environmental Impact Statement (DEIS).

The DEIS has now been released. We have studied it and find it very deficient identifying impacts to our communities. All our comments are presented in the attachment.

Thank you for your consideration of these comments. We look forward to your response addressing our concerns. Please do not hesitate to contact me for any additional information.

Sincerely,

Honey Minuse, Chair Executive Committee,
Indian River Neighborhood Association

27 Starfish Drive
Vero Beach, Florida 32960

cc: Army Corps of Engineers

The following is a list of participants in the Train Impact Coalition (TIC), Indian River County Florida:

Penny Chandler, Indian River County Chamber of Commerce
Beth Mitchell, Sebastian Chamber of Commerce
Gifford Progressive League, Joe Idlette III
Ruth Stanbridge, Indian River County Historical Society
Vicky Gould, Main Street Vero Beach
Randy Old, Vero Man Ice Age Site
Sandra Rawls, Vero Man Ice Age Site
Bill Aufiero, Vero Man Ice Age Site
Rebecca Rickey, Heritage Center
Nick Schaus, Barrier Island liaison (IRNA)
Robert Schaedel, Architect
Judy and Jim Gallagher, Sebastian Property Owners Association
Carol Barry, Sebastian liaison (IRNA)
David Hunter, Barrier Island liaison (IRNA)
Mary Kiernan, Sebastian liaison (IRNA)
Karen Disney-Brombach, Indian River County School Board elected official
Jane Schnee, Friends of St. Sebastian River
Tom Gruber, Engineer
Buzz Herrmann, Friends of St. Sebastian River
Jeff Luther, Indian River County Sheriff's Department
Barbara Hoffman, Cultural Council
Sam Zimmerman, Indian River County Planning and Zoning Commission Chair
Bill Cannon, Canaveral Groves
John Debus, Treasure Coast Progressive Alliance
Sue Olson, Micco Homeowners Association
Chelle Woods, Micco Homeowners Association
Jan Black, Micco Homeowners Association
Andrea Coy, Sebastian, City Council Member
Joe Griffin, Sebastian City Manager
Frank Watanabe, City of Sebastian
Cynthia Watson, City of Sebastian
Peter O'Bryan, Indian River County, County Commissioner
Dylan Reingold, Indian River County, County Attorney
Kate Cotner, Indian River County, Assistant County Attorney
Amelia Graves, Vero Beach, City Council Member
Jim O'Connor, Vero Beach City Manager
Monte Falls, City of Vero Beach
Dan Dexter, City of Vero Beach
Dan Lamson, Executive Director, Indian River Neighborhood Association
Honey Minuse, Indian River Neighborhood Association

RESPONSE TO DRAFT ENVIRONMENTAL IMPACT STATEMENT

ALL ABOARD FLORIDA- Intercity Passenger Rail Project

INDIAN RIVER COUNTY TRAIN IMPACT COALITION

Author Honey Minuse, Indian River Neighborhood Association

November 26, 2014

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MISSING APPENDICES

To fully understand the design and impact upon Indian River County and to provide an accurate response to the Draft Environmental Impact Statement the following missing 34 appendices are required:

Appendix No. Description
Appendix 1.1-A 1 FONSI
Appendix 1.1-A2 FONSI Exhibits
Appendix 3.3-A Fort Lauderdale Re-Evaluation Documents
Appendix 3.3-B Alternative A Track Plans
Appendix 3.3-C Grade Crossing Details
Appendix 3.3-D Alternative C, E-W Corridor OOCEA Portion PlanSet
Appendix 3.3-E Alternative E, E-W Corridor OOCEA Portion PlanSet
Appendix 3.3-F Ridership and Revenue Study Summary
Appendix 4.1.1-A Existing Land Use Maps
Appendix 4.1.3-A USCG Cooperating Agency Acceptance
Appendix 4.1.3-B USCG Jurisdictional Determination
Appendix 4.1.3-C Navigation Discipline Report
Appendix 4.2.4-A Potentially Contaminated Sites Aerial Photographs
Appendix 4.3.1-A USCG Coordination Meeting Notes, August 12, 2013
Appendix 4.3.3-A Characteristic Plant Species
Appendix 4.3.5-A EFH Assessment
Appendix 4.3.6-A Rare Species Survey Reports
Appendix 4.3.6-B Rare Species Consultation Areas
Appendix 4.4.2-A Minority Populations
Appendix 4.4.2-B Poverty Populations
Appendix 4.4.5-A SHPO Consultation Materials
Appendix 4.4.5-B Cultural Resources Proximate to the Project Corridor
Appendix 4.4.6-A Recreation Resources
Appendix 5.2.2-A Noise and Vibration Contours
Appendix 5.2.2-B Noise Impact Tables
Appendix 5.2.2-C Vibration Impact Tables
Appendix 5.2.3-A Farmland Soils, Completed NRCS Forms
Appendix 5.2.4-A Risk Evaluation Summary Table
Appendix 5.3.1-A Bridge Crossing Maps
Appendix 5.3.4-A Floodplain Impacts
Appendix 5.3.6-A Section 7 Meeting Notes
Appendix 5.3.6-B Section 7 Consultation Materials
Appendix 8.1-A NOI
Appendix 8.1-B Scoping Report
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Pages 5-39 FREIGHT

On pages 5-39 and thereafter, the Draft EIS makes references to expanded freight traffic with little to no explanation. A clarification is requested.

To be credible the DEIS should include estimates for projected speed, length, and crossings per day and per hour for rail lines shared by passenger service and freight transport, including both full and partial capacity. Any assumptions should disclose the methodology and reasoning underlying the estimates.

1.2.3 N-S CORRIDOR

No public official record exists of FECR land ownership, specifically what land is owned immediately contiguous or adjacent to the existing track.

Without this knowledge there is no way to accurately respond to potential impacts using established parameters and mathematical models. This information and the final double track design throughout Indian River County is necessary in order to respond to measureable impacts on adjacent properties.

Upon release of such information the process must allow public comment time.

1.3, 1.4, 1.5, 1.6 COOPERATING AGENCY

The FRA failed to cooperate with all local governments to gather information.

The Council on Environmental Quality Regulation requires NEPA analysis and documentation "in cooperation with State and local governments" having jurisdiction by law or special expertise.

When individual applications were made by the local governments of Vero Beach, Sebastian and Indian River County for "Cooperating Agency" status they were all denied. This resulted in an absence of local knowledge in the DEIS.

8.1 SCOPING

No Scoping meetings were held nor advertised in Indian River County and there is no record any effort was made to identify, nor grant status to, any organization in Indian River County for either jurisdictional authority or special expertise.

This omission excludes correctly identifying, analyzing and mitigating adverse impacts to the natural and human environments in Indian River County and compromises the NEPA process.

4 AFFECTED ENVIRONMENT and 5 ENVIRONMENAL CONSEQUENCES

St. Sebastian River and Bridge

The Army Corps of Engineers fails to identify the southern leg of the St. Sebastian River Bridge in Indian River County. The entire Bridge is stated to be due for demolition and replaced with 2 new single-track bridges.

This Bridge crosses over the St. Sebastian River which flows entirely into Indian River County making its way into the St. Sebastian River State Park. The North Sebastian Conservation Area is immediately south.

These are all environmentally sensitive waters and adjacent lands, home to endangered and protected species of flora and fauna and ecologically important wetlands. The waters from the Indian River Lagoon flow into this waterway.

These sections also neglect study of climate change-sea level rise on this waterway and bridge and no identification of impacts due to demolition and construction.

The DEIS fails to include a proper analysis of the St. Sebastian Bridge, the underlying waterway or the endangered species. Due to this omission, it is requested that the FRA issue a supplemental EIS on the referenced issues.

4.4.1, 4.4.2, 5.4.1,5.4.2 ENVIRONMENTAL JUSTICE

The DEIS fails to address the fact the current railroad tracks run through the minority community of Gifford which existed well before the tracks were placed.

Local knowledge states there are adults walking and bicycling across the tracks going to and from work. There are parents with children walking across the tracks going to and from school and the stores. And local knowledge reveals a history of adverse events due to crossing closures when critically ill individuals were unable to be transported by members of their community for acute medical care on the other side of the tracks. Local knowledge will also identify a well in near proximity to the tracks and which is used by local residents to draw drinking water.

Federal de-segregation rules apply. The School District advises additional crossing closures will require disproportionately longer bus routes for Gifford students.

The DEIS contains no local knowledge. Such knowledge should be identified and incorporated into a supplemental DEIS to comprehensively identify and analyze impacts from the addition of high speed passenger rail and expanded freight service. There must also be consideration of alternatives and long-term benefits.

4.1,4.2, 4.4, 5.1, 5.2, 5.4 SOCIO-ECONOMIC CONDITIONS

As proposed, there are no planned stops in Indian River County and high speed passenger and expanded freight service will be maintained along the length of the tracks from the northern to the southern borders. These trains will cut through or travel adjacent to specific land uses which include but are not limited to residential, retail, commercial, historic and medical zonings.

The DEIS fails to identify and analyze impacts such as noise, vibration, vehicular travel interruption and construction with respect to such areas and their property values, real estate taxes, business vitality and employment factors.

No benefit to Indian River County has been identified, no alternatives are considered. To be credible the DEIS must identify and analyze such impacts and include consideration of alternatives and benefits.

5.4.1 COMMUNITIES

There is scant mention of the N-S Corridor in Indian River County and no acknowledgement of the various communities adjacent to the current rail tracks.

Residential areas and facilities such as medical centers and retail businesses are in close proximity and often separated by the current rail tracks. The DEIS completely ignores identification of potential disrupters or fragmentation in these areas due to the addition of high speed passenger and expanded freight rail services.

Maintaining the integrity of such areas needs identification and analysis with specific attention to the fact there will be more impact with more rail services. The DEIS lacks such study.

A credible analysis should include alternative considerations and long term benefit.

5.4.4 PUBLIC HEALTH AND SAFETY

The DEIS is deficient identifying threats to the local communities.

There is no record of accidents to include the transport of hazardous and nuclear materials, no history of crossing incidents, no statement of pedestrian incidents and no log of variable crossing closures with incident.

There is no analysis of the ability of Law Enforcement, Emergency Management and Fire-Rescue to respond to critical situations.

The foregoing should be documented and analyzed to provide a remedy to eliminate any threat to the public well-being and the DEIS should incorporate this information.

5.4.5 CULTURAL AND HISTORIC RESOURCES

Significant historical sites in Indian River County lack any mention in the DEIS. Such sites are immediately within the rail corridor and document 13,000 years of human presence in the area. Examples are the Vero Man Ice Age and the Gifford Bones Sites.

The DEIS also neglects to mention the Sebastian District which lists many historical sites and the historic Vero Beach Crestlawn Cemetery, all adjacent to the rail tracks. They are among the many local sites alongside the existing tracks which are listed or potentially eligible in the National Register. Additionally, the Vero Man Ice Age Site may soon be considered a World Site.

Impacts such as noise and vibration must be considered and analyzed before any additional rail service is contemplated. Refer Section 106 NHPA, Section 4.f FDTA

Parks and Recreation Resources exist throughout Vero Beach, Sebastian and the County with some immediately in the rail corridor.

The DEIS must identify these historic and cultural resources. There must be appropriate action to assure they will not be negatively impacted with the expansion of rail services.

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In summary, the DEIS fails to identify impacts to the natural and human environments in Indian River County.

By doing so the document is prevented from addressing analysis of alternative projects with consideration of beneficial outcomes.

The DEIS must be supplemented, as referenced in the foregoing commentary, in order to present a comprehensive analysis in accordance with NEPA guidelines.
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